NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE
AKRON, OH	
AKRON-CANTON RGNL	**ILS or LOC Rwy 19[1]** **ILS or LOC Rwy 23[2]** **RADAR[3]**

[1]NA when local weather not received.
[2]LOC, NA.
[3]NA when Akron-Canton approach control closed.

ANDERSON, IN

ANDERSON MUNI-DARLINGTON FIELD ..... **ILS or LOC Rwy 30[1]**
NDB Rwy 30
RNAV (GPS) Rwy 30
VOR-A

NA when local weather not available.
[1]NA when control tower closed.

ASHTABULA, OH

ASHTABULA COUNTY ..... **RNAV (GPS) Rwy 8**
RNAV (GPS Rwy 26

NA when local weather not available.

ATHENS (ALBANY), OH

OHIO U SNYDER FIELD ..... **NDB Rwy 25**

NA when local weather not available.

BLOOMINGTON, IN

MONROE COUNTY ... **ILS or LOC/DME Rwy 35**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR/DME Rwy 6
VOR/DME Rwy 24

NA when local weather not available.

NAME	ALTERNATE MINIMUMS
CINCINNATI, OH	
CINCINNATI MUNI-LUNKEN FIELD	**ILS or LOC Rwy 21L[124]** **LOC BC Rwy 3R[13]** **NDB Rwy 21L[124]** **NDB Rwy 25[134]** **RNAV (GPS) Rwy 21L[34]** **RNAV (GPS) Rwy 25[145]**

[1]NA when control tower closed.
[2]Categories A,B, 1200-2; Categories C,D, 1200-3.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]NA when local weather not available.
[5]Category B, 900-2, Category C, 900-2¼; Category D, 900-2¾.

CLEVELAND, OH

BURKE LAKEFRONT ..... **ILS or LOC Rwy 24R**
NDB or GPS Rwy 24R[1]

NA when control tower closed.
[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

CUYAHOGA COUNTY .... **ILS or LOC Rwy 24[12]**
LOC/DME BC Rwy 6[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Category D, 700-2.

COLUMBUS, IN

COLUMBUS MUNI ..... **ILS Rwy 23[1]**
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 23[2]
RNAV (GPS) Rwy 32[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

COLUMBUS, OH

BOLTON FIELD ..... **ILS or LOC Rwy 4[12]**
NDB Rwy 4[12]
RNAV (GPS) Rwy 4[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

OHIO STATE
UNIVERSITY ..... **ILS or LOC Rwy 9R**
NDB Rwy 9R
NA when control tower closed.

PORT COLUMBUS INTL **ILS or LOC Rwy 10L[1]**
ILS or LOC Rwy 10R[23]
ILS or LOC Rwy 28L[4]
[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, 700-2. LOC, NA.
[3]NA when local weather not available.
[4]ILS, Categories A,B,C,D, 700-2.

RICKENBAKER INTL ..... **ILS or LOC Rwy 5L**
ILS or LOC Rwy 5R
ILS or LOC Rwy 23L
NDB Rwy 5R
NDB Rwy 23L
RNAV (GPS) Rwy 5R
RNAV (GPS) Rwy 23L
NA when local weather not available.

DAYTON, OH

DAYTON-
WRIGHT BROTHERS ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.
Category D, 800-2¼.

DELAWARE, OH

DELAWARE MUNI ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

ELKHART, IN

ELKHART MUNI ..... **ILS or LOC Rwy 27[1]**
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 27[2]
RNAV (GPS) Rwy 36[2]
VOR/DME Rwy 36[2]
VOR Rwy 9[2]
VOR Rwy 27[2]
[1]LOC, NA when control tower closed.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

EVANSVILLE, IN

EVANSVILLE RGNL ..... **ILS or LOC Rwy 4[1]**
ILS or LOC Rwy 22
NDB Rwy 22
NA when control tower closed.
[1]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

FINDLAY, OH

FINDLAY ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 36
VOR Rwy 7
NA when local weather not available.

FORT WAYNE, IN

FORT WAYNE INTL ..... **ILS or LOC Rwy 5[1]**
ILS or LOC Rwy 32[1]
LOC BC Rwy 14[1]
RADAR-1[1]
RNAV (GPS) Rwy 5[13]
RNAV (GPS) Rwy 23[13]
VOR or TACAN Rwy 5[1]
VOR or TACAN Rwy 14[1]
VOR or TACAN Rwy 23[4]
[1]Category E, 800-2½.
[2]Category E, 800-2¼.
[3]NA when local weather not available.
[4]Category D, 800-2¼, Category E, 800-2½.

SMITH FIELD ..... **VOR Rwy 13**
NA when local weather not available.

GARY, IN

GARY/CHICAGO INTL ..... **NDB or GPS Rwy 30**
NA when control tower closed.

GOSHEN, IN

GOSHEN MUNI ..... **RNAV (GPS) Rwy 27**
VOR Rwy 27
NA when local weather not available.

HAMILTON, OH

BUTLER COUNTY RGNL .. **ILS or LOC Rwy 29[1]**
RNAV (GPS) Rwy 11[2]
RNAV (GPS) Rwy 29[2]
NA when local weather not available.
[1]ILS,LOC,Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 800-2¼.

HUNTINGBURG, IN

HUNTINGBURG ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

NAME ALTERNATE MINIMUMS

INDIANAPOLIS, IN

EAGLE CREEK AIRPARK ..... **RNAV (GPS) Rwy 21**
VOR-A
NA when local weather not available.

INDIANAPOLIS INTL ..... **ILS or LOC Rwy 5L**
ILS or LOC Rwy 5R
ILS or LOC Rwy 14
ILS or LOC Rwy 23L
ILS or LOC Rwy 23R
ILS or LOC Rwy 32
ILS, Categories A,B,C,D, 700-2.

JEFFERSONVILLE, IN

CLARK RGNL ..... **VOR or GPS Rwy 18**
NA except for operators with approved weather reporing service.

KNOX, IN

STARKE COUNTY ..... **RNAV (GPS) Rwy 18**
VOR Rwy 18[1]
NA when local weather not available.
[1]Category D, 800-2¼.

KOKOMO, IN

KOKOMO MUNI ..... **ILS or LOC Rwy 23**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
VOR Rwy 23
VOR Rwy 32
NA when local weather not available.

LAFAYETTE, IN

PURDUE UNIVERSITY ..... **ILS Rwy 10[12]**
RNAV (GPS) Rwy 10[34]
RNAV (GPS) Rwy 28[34]
VOR-A[15]
[1]NA when control tower closed.
[2]ILS, Category D, 800-2¼. LOC, NA.
[3]Category D, 800-2¼.
[4]NA when local weather not available.
[5]Category D, 800-2¼.

LANCASTER, OH

FAIRFIELD COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

LIMA, OH

LIMA ALLEN COUNTY .... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR Rwy 28
NA when local weather not available.

NAME ALTERNATE MINIMUMS

LOGANSPORT, IN

CASS COUNTY ..... **VOR/DME RNAV Rwy 27**
VOR -A
NA except standard for operators with approved weather reporting service.

LORAIN/ELYRIA, OH

LORAIN COUNTY RGNL ..... **RNAV (GPS) Rwy 7**
VOR-A
NA when local weather not available.

MANSFIELD, OH

MANSFIELD LAHM RGNL ..... **ILS or LOC Rwy 32[1]**
NDB Rwy 32[1]
RADAR-1[1]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 23[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 14[2]
VOR Rwy 32[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

MARION, OH

MARION MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 25
VOR-A
NA when local weather not available.

MOUNT VERNON, OH

KNOX COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

MUNCIE, IN

DELAWARE COUNTY RGNL ..... **ILS or LOC Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 14[2]
VOR Rwy 20[2]
VOR Rwy 32[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

NEW PHILADELPHIA, OH

HARRY CLEVER FIELD ..... **VOR-A**
Category C, 800-2¼.

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NAME ALTERNATE MINIMUMS

NEWARK, OH

NEWARK-HEATH ..... **LOC Rwy 9**[1]
VOR-A[2]

[1]Category D, 800-2¼.
[2]Categories A, B, 1000-2; Categories C, D, 1000-3.

SHELBYVILLE, IN

SHELBYVILLE MUNI ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.
Category D, 800-2¼.

SOUTH BEND, IN

SOUTH BEND RGNL ..... **ILS or LOC Rwy 9R**[1]
ILS or LOC Rwy 27L[1]
RNAV (GPS) Rwy 36[2]
VOR Rwy 18[1]

[1]NA when control tower closed.
[2]NA when local weather not available.

SPRINGFIELD, OH

SPRINGFIELD-BECKLEY MUNI ..... **ILS or LOC Rwy 24**[12]
RNAV (GPS) Rwy 6[3]
RNAV (GPS) Rwy 24[3]
VOR Rwy 6[3]

[1]NA when control tower closed.
[2]ILS, LOC, Category E, 900-3.
[3]NA when local weather not available.

TERRE HAUTE, IN

TERRE HAUTE INTL-HULMAN FIELD ..... **LOC BC Rwy 23**[1]
RADAR-1[12]
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 32[3]

[1]Category E, 800-2¼.
[2]NA when control tower closed.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

TOLEDO, OH

METCALF FIELD ..... **VOR Rwy 4**
Category C, 800-2¼; Category D, 800-2½.

TOLEDO EXPRESS ..... **ILS or LOC Rwy 7**[1]
ILS or LOC Rwy 25[23]
RADAR-1[4]
RNAV (GPS) Rwy 7[24]
RNAV (GPS) Rwy 25[4]

[1]ILS, Category E, 800-2½.
[2]NA when local weather not available.
[3]ILS,LOC,Category E, 800-2½.
[4]Category E, 800-2½.

URBANA, OH

GRIMES FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

VALPARAISO, IN

PORTER COUNTY MUNI ..... **ILS Rwy 27**[1]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 27[2]

[1]LOC, NA.
[2]NA when local weather not available.

VAN WERT, OH

VAN WERT COUNTY ..... **NDB Rwy 9**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
NA when local weather not available.

WARSAW, IN

WARSAW MUNI ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
VOR Rwy 9
VOR Rwy 27
NA when local weather not available.

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NAME ALTERNATE MINIMUMS

WILMINGTON, OH

AIRBORNE AIRPARK ..... **ILS or LOC Rwy 4L[14]**
ILS or LOC Rwy 4R[12]
ILS Rwy 22L[12]
RNAV (GPS) Rwy 22R[4]
VOR or GPS Rwy 4L[3]
VOR/DME Rwy 22R[45]
VOR Rwy 22R[3]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed except for operators with approved weather reporting service.
[3]NA except standard for operators with approved weather reporting service.
[4]NA when local weather not available.
[5]NA when control tower closed.

WOOSTER, OH

WAYNE COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR Rwy 10[1]

NA when local weather not available.
[1]Category D, 800-2¼.

YOUNGSTOWN-WARREN, OH

YOUNGSTOWN-WARREN
RGNL **RADAR-1**
NA when Youngstown approach control closed.

ZANESVILLE, OH

ZANESVILLE MUNI ..... **VOR or GPS Rwy 4[1]**
VOR or GPS Rwy 22[2]

[1]Category D, 800-2¼.
[2]Categories A,B, 900-2; Categories C,D, 900-3.

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AKRON, OH

Amdt. 23A, April 8, 2010 (FAA) ELEV **1228**

AKRON-CANTON RGNL

RADAR - 125.5 371.875 (EAST) 118.6 323.0 (WEST) ▼ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1		AB	**1720**/24	511	(600-½)	CD	**1720**/50	511	(600-1)
	5		AB	**1640**-1	438	(500-1)	C	**1640**-1¼	438	(500-1¼)
			D	**1640**-1½	438	(500-1½)				
	19		ABC	**1580**/24	362	(400-½)	D	**1580**/50	362	(400-1)
	23		ABC	**1620**/24	392	(400-½)	D	**1620**/50	392	(400-1)
CIRCLING			AB	**1760**-1	532	(600-1)	C	**1760**-1½	532	(600-1½)
			D	**1780**-2	552	(600-2)				

Procedure NA when Akron-Canton approach control closed. For inoperative MALSR, increase S-1 CAT D visibility to RVR 6000, S-19 CAT D visibility to RVR to 6000, and S-23 CAT D visibility to RVR 6000.

EVANSVILLE, IN

Amdt. 6, MAY 7, 2009 (FAA) ELEV **418**

EVANSVILLE RGNL

RADAR-1 - 126.4 226.4 ▼

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		AB	**880**/24	462	(500-½)	C	**880**/40	462	(500-¾)
			D	**880**/50	462	(500-1)				
	4		AB	**880**-1	495	(500-1)	C	**880**-1¼	495	(500-1¼)
			D	**880**-1½	495	(500-1½)				
	36		AB	**880**-1	497	(500-1)	C	**880**-1¼	497	(500-1¼)
			D	**880**-1½	497	(500-1½)				
	18		AB	**880**-1	484	(500-1)	C	**880**-1¼	484	(500-1¼)
			D	**880**-1½	484	(500-1½)				
CIRCLING			A	**940**-1	522	(600-1)	B	**960**-1	542	(600-1)
			C	**960**-1½	542	(600-1½)	D	**980**-2	562	(600-2)

When control tower closed, procedure NA. Visibility reduction by helicopters NA.

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FORT WAYNE, IN

Amdt. 25, JUL 2, 2009 (FAA) ELEV **814**

FORT WAYNE INTL

RADAR - 127.2 284.6

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	AB	**1300**/24	486	(500-½)	C	**1300**/40	486	(500-¾)
		D	**1300**/50	486	(500-1)	E	**1300**/60	486	(500-1¼)
	14	AB	**1300**-1	498	(500-1)	C	**1300**-1¼	498	(500-1¼)
		D	**1300**-1½	498	(500-1½)	E	**1300**-1¾	498	(500-1¾)
	23	AB	**1300**-1	501	(600-1)	CD	**1300**-1½	501	(600-1½)
		E	**1300**-1¾	501	(600-1¾)				
	32	AB	**1260**/24	460	(500-½)	C	**1260**/40	460	(500-¾)
		DE	**1260**/50	460	(500-1)				
CIRCLING		AB	**1300**-1	486	(500-1)	C	**1300**-1½	486	(500-1½)
		D	**1380**-2	566	(600-2)	E	**1520**-2½	706	(800-2½)

Rwy 5, for inoperative ALSF-2, increase S-5 Cat E visibility ½ mile.
Rwy 32, for inoperative MALSR, increase S-32 Cat E visibility ½ mile.
LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

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GRISSOM ARB (KGUS), IN (Peru) (06159 USAF)

ELEV **812**

RADAR - Ctc APP CON - **(E)** 121.05 318.2 379.3

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[1]	5[2]		AB	**1180**/24	368	(400-½)
			CDE	**1180**/40	368	(400-¾)
	23[3]		AB	**1260**/24	460	(500-½)
			C	**1260**/40	460	(500-¾)
			DE	**1260**/50	460	(500-1)
CIR	All Rwy		AB	**1340**-1	528	(600-1)
			C	**1340**-1½	528	(600-1½)
			D	**1380**-2	568	(600-2)
			E	**1440**-2	628	(700-2)

[1]No-NOTAM preventive maint sked: ASR 1200-1400Z++ Mon. ASR apch svc avbl 1200-0400Z ++dly, (contingent upon manpower and eqpt availability). [2]When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles. [3]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

21 OCT 2010 to 18 NOV 2010

MANSFIELD, OH

Amdt. 4A, MAY 7, 2009 (FAA) ELEV **1297**

MANSFIELD LAHM RGNL

RADAR - 124.2 390.8 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	23	AB	**1700**-1	405	(500-1)	CD	**1700**-1¼	405	(500-1¼)
	5	AB	**1740**-1	443	(500-1)	C	**1740**-1¼	443	(500-1¼)
		D	**1740**-1½	443	(500-1½)				
CIRCLING		AB	**1760**-1	463	(500-1)	C	**1760**-1½	463	(500-1½)
		D	**1880**-2	583	(600-2)				

When control tower closed, ASR NA.

TERRE HAUTE, IN

Amdt. 4, MAR 22, 2001 (FAA) ELEV **589**

TERRE HAUTE INTL-HULMAN FIELD

RADAR - 125.45 339.8 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	ABC	**920**/24	347	(400-½)	DE	**920**/50	347	(400-1)
	32	ABCD	**920**-1	331	(400-1)	E	**920**-1¼	331	(400-1¼)
	23	ABC	**940**-1	357	(400-1)	DE	**940**-1¼	357	(400-1¼)
CIRCLING		A	**1020**-1	431	(500-1)	B	**1040**-1	451	(500-1)
		C	**1040**-1½	451	(500-1½)	D	**1140**-2	551	(600-2)
		E	**1240**-2¼	651	(700-2¼)				

For inoperative MALSR, increase S-5 Category D and E visibility to RVR 6000.
Circling not authorized NW of Rwys 5/23 for Category E aircraft.
When control tower closed, procedure NA.

21 OCT 2010 to 18 NOV 2010

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TOLEDO, OH

Amdt. 19A, AUG 26, 2010 (FAA) ELEV **683**

TOLEDO EXPRESS

RADAR - 134.35 317.55 ▽ ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	25	ABC	**1040**-½	362	(400-½)	DE	**1040**-1	362	(400-1)
	34	ABC	**1080**-1	412	(500-1)	CD	**1080**-1¼	412	(500-1¼)
		E	**1080**-1½	412	(500-1½)				
	16	ABC	**1060**-1	386	(400-1)	DE	**1060**-1¼	386	(400-1¼)
	7	ABC	**1080**/24	397	(400-½)	DE	**1080**/50	397	(400-1)
CIRCLING		AB	**1180**-1	497	(500-1)	C	**1180**-1½	497	(500-1½)
		D	**1240**-2	557	(600-2)	E	**1360**-2½	677	(700-2½)

For inoperative ALSF-2, increase S-7 CAT D visibility to RVR 6000, CAT E to 1½.
For inoperative MALSR, increase S-25 CAT D/E visibility to 1¼.

YOUNGSTOWN-WARREN, OH Amdt. 13A, MAY 6, 2010 (FAA) ELEV 1196

YOUNGSTOWN-WARREN RGNL

RADAR - 133.95 322.3 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5		ABC	**1520**-1	356	(400-1)	D	**1520**-1¼	356	(400-1¼)
	14		ABC	**1520**-½	386	(400-½)	D	**1520**-1	386	(400-1)
	23		ABC	**1580**-1	388	(400-1)	D	**1580**-1¼	388	(400-1¼)
	32		AB	**1600**/24	415	(500-½)	C	**1600**/40	415	(500-¾)
			D	**1600**/50	415	(500-1)				
CIRCLING			A	**1640**-1	444	(500-1)	B	**1660**-1	464	(500-1)
			C	**1660**-1½	464	(500-1½)	D	**1760**-2	564	(600-2)

Category D S-14 visibility increased ¼ mile for inoperative MALSR.
Category D S-32 visibility increased ¼ mile for inoperative MALSR.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AKRON, OH

AKRON-CANTON RGNL (CAK)
AMDT 5 86352 (FAA)
DEPARTURE PROCEDURE: All aircraft climb straight ahead to 1700 before proceeding on course.

AKRON FULTON INTL (AKR)
AMDT 1A 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 7,** 300-1. **Rwy 19,** 300-1 or std. w/ min. climb of 394' per NM to 1300. **Rwy 25,** 300-1¾ or std. w/ min. climb of 265' per NM to 1400.
DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 2100 before turning West. **Rwy 25,** climb runway heading to 2100 before turning North.
NOTE: **Rwy 7,** numerous trees, poles, roads, and terrain points beginning 45' from DER, both sides of centerline, up to 120' AGL/1189' MSL. **Rwy 19,** tree 3244' from DER, 631' right of centerline, 100' AGL/1203' MSL. **Rwy 25,** tower 1.4 NM from DER, 216' left of centerline, 309' AGL/1342' MSL.

ANDERSON, IN

ANDERSON MUNI-DARLINGTON FIELD (AID)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.

NAME	TAKE-OFF MINIMUMS

ASHLAND, OH

ASHLAND COUNTY (3G4)
AMDT 3 10126 (FAA)
NOTE: **Rwy 1,** trees beginning 61' from DER, 194' right of centerline, up to 50' AGL/1249' MSL. **Rwy 19,** trees beginning 5' from DER, 167' left of centerline, up to 50' AGL/1259' MSL.

ASHTABULA, OH

ASHTABULA COUNTY (HZY)
ORIG 09183 (FAA)
NOTE: **Rwy 8,** trees beginning 779' from DER, 34' left of centerline, up to 91' AGL/1020' MSL. Trees beginning 27' from DER, 17' right of centerline, up to 91' AGL/1007' MSL. **Rwy 26,** trees beginning 1219' from DER, 183' left of centerline, up to 99' AGL/1008' MSL. Trees beginning 1465' from DER, 406' right of centerline, up to 83' AGL/992' MSL.

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ATHENS (ALBANY), OH
OHIO UNIVERSITY SNYDER FIELD (UNI)
ORIG 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7,** 200-1 or std. w/ min. climb of 310' per NM to 1000. **Rwy 25,** 200-1 or std. w/ min. climb of 360' per NM to 1000.
NOTE: **Rwy 7,** trees beginning 4439' from DER, 1034' left of centerline, up to 100' AGL/933' MSL. Trees beginning 2869' from DER, 1171' right of centerline, up to 100' AGL/879' MSL. Vehicle abeam DER 451' left of centerline, 17' AGL/769' MSL. **Rwy 25,** trees beginning 3371' from DER, 425' left of centerline, up to 100' AGL/925' MSL. Trees beginning 1221' from DER, 624' right of centerline, up to 100' AGL/999' MSL.

AUBURN, IN
DE KALB COUNTY(GWB)
AMDT 1 06271 (FAA)
NOTE: **Rwy 9,** multiple trees beginning 428' from departure end of runway, 227' right of centerline, up to 100' AG/979' MSL. **Rwy 27,** multiple trees beginning 83' from departure end of runway, 207' left of centerline, up to 100' AGL/939' MSL. Multiple tree beginning 1377' from departure end of runway, 316' right of centerline, up to 100' AGL/930' MSL.

BARNESVILLE, OH
BARNESVILLE-BRADFIELD (6G5)
ORIG 85297 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

BEACH CITY, OH
BEACH CITY (2D7)
ORIG 82245 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

BELLEFONTAINE, OH
BELLEFONTAINE RGNL (EDJ)
ORIG 03079 (FAA)
DEPARTURE PROCEDURE: **Rwy 7,** climb to 2100 via heading 074° before proceeding on course.

BLOOMINGTON, IN
MONROE COUNTY (BMG)
AMDT 5 02052 (FAA)
NOTE: **Rwy 6,** trees 2185' from departure end of runway, 755' left of centerline, 81' AGL/967' MSL. **Rwy 24,** trees 2325' from departure end of runway, 830' right of centerline, 87' AGL/1019' MSL. **Rwy 17,** trees 854' from departure end of runway, 595' left of centerline, 67' AGL/862' MSL. **Rwy 35,** trees 2376' from departure end of runway, 905' left of centerline, 85' AGL/932' MSL.

BLUFFTON, OH
BLUFFTON (5G7)
AMDT 1 09183 (FAA)
NOTE: **Rwy 5,** trees beginning 975' from DER, 572' left of centerline, up to 100' AGL/949' MSL.

BOWLING GREEN, OH
WOOD COUNTY (1G0)
AMDT 3 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.
NOTE: **Rwy 18,** building/tower 3581' from departure end of runway, 254' right of centerline, 141' AGL/841' MSL.

BRAZIL, IN
BRAZIL CLAY COUNTY (0I2)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

BRYAN, OH
WILLIAMS COUNTY (0G6)
ORIG 10154 (FAA)
NOTE: **Rwy 7,** vehicles on road beginning 49' from DER, from left to right of centerline, up to 15' AGL/734' MSL. Tree 160' from DER, 323' left of centerline 30' AGL/759' MSL. Trees beginning 324' from DER, 403' right of centerline, up to 101' AGL/829' MSL. **Rwy 25,** vehicles on road beginning 203' from DER, from right to left of centerline, up to 15' AGL744' MSL. Pole 285' from DER, 329' right of centerline, 37' AGL/767' MSL. Trees beginning 2787' from DER, 769' right of centerline, up to 100' AGL/829' MSL.

BUCYRUS, OH
PORT BUCYRUS-CRAWFORD COUNTY (17G)
AMDT 1 83048 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 9, 22, 27,** 300-1.

CADIZ, OH
HARRISON COUNTY (8G6)
AMDT 2 99252 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,31,** 300-1.

CALDWELL, OH
NOBLE COUNTY (I10)
AMDT 1 97146 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5, 23,** 400-1.
DEPARTURE PROCEDURE: **Rwy 23,** climb runway heading to 1500 before turning.

CAMBRIDGE, OH
CAMBRIDGE MUNI (CDI)
AMDT 2 96144 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** 500-1 or std. with a min. climb of 350' per NM to 1500.

CARROLLTON, OH
CARROLL COUNTY-TOLSON (TSO)
AMDT 4 99140 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7, 25,** 300-1.
NOTE: **Rwy 7,** 100' AGL trees 1800' from departure end of runway, 400' left of centerline. **Rwy 25,** 100' AGL trees 200' from departure end of runway, 400' left of centerline.

CELINA, OH

LAKEFIELD (CQA)

AMDT 2 10042 (FAA)

NOTE: **Rwy 8,** trees beginning 782' from DER, 7' right of centerline, up to 100' AGL/969' MSL. Trees beginning 57' from DER, 130' left of centerline, up to 100' AGL/976' MSL. **Rwy 26,** vehicle 63' from DER, 469' right of centerline, 15' AGL/909' MSL. Poles beginning 127' from DER, 145' right of centerline, up to 51' AGL/941' MSL. Antenna 653' from DER, 498' right of centerline, 33' AGL/923' MSL. Trees beginning 1194' from DER, 319' right of centerline, up to 100' AGL/952' MSL.

CHILLICOTHE, OH

ROSS COUNTY (RZT)

AMDT 3 96116 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 400-1 or std. with min. climb of 340' per NM to 1300. **Rwy 30,** 300-1 or std. with a min. climb of 460' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 1500 before turning right. **Rwy 12,** climb runway heading to 2000 before turning right. **Rwy 23,** climb runway heading to 1500 before turning left.

CINCINNATI, OH

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

AMDT 14 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3L**, std. w/ min. climb of 392' per NM to 1000 or 400-2 w/ min. climb of 213' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 3R,** std. w/ min. climb of 355' per NM to 1000 or 400-2 w/ min. climb of 231' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 7,** std. w/ min. climb of 424' per NM to 1000 or 400-1¾ w/ min. climb of 205' per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 21L,** std. w/ min. climb of 413' per NM to 1100 or 600-2¾ w/ min. climb of 228' per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 21R,** std. w/ min. climb of 466' per NM to 1100 or 600-3 w/ min. climb of 223' per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 25,** 600-2¾ w/ min. climb of 218' per NM to 1300 or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3L,** climb heading 027° to 1200 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 3R,** climb heading 025° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 7,** climb heading 066° to 1300 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21L,** climb heading 205° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21R,** climb heading 207° to 1500 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 25,** climb heading 246° to 1900 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course.

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (CON'T)

NOTE: **Rwy 3L,** building and hangers beginning 305' from DER, 259' left of centerline, up to 41' AGL/521' MSL. Trees beginning 957' from DER, 144' right of centerline, up to 77' AGL/556' MSL. Trees 1.2 NM from DER, 2270' left of centerline, up to 97' AGL/866' MSL. Pole 1.6 NM from DER, 320' left of centerline, 68' AGL/797' MSL. **Rwy 3R,** trees beginning 1426' from DER, 196' left of centerline, up to 68' AGL/557' MSL. Trees beginning 840' from DER, 130' right of centerline, up to 83' AGL/572' MSL. Trees 1.3 NM from DER, 2393' left of centerline, up to 97' AGL/856' MSL. Pole 1.5 NM from DER, 2062' left of centerline, 68' AGL/797' MSL. **Rwy 7,** trees beginning 447' from DER, 68' left of centerline, up to 87' AGL/576' MSL. Trees beginning 664' from DER, 45' right of centerline, up to 88' AGL/575' MSL. Trees 4515' from DER, 1519' right of centerline, up to 81' AGL/720' MSL. Trees 1.3 NM from DER, 2088' right of centerline, up to 85' AGL/824' MSL. **Rwy 21R,** trees beginning 1444' from DER, 203' left of centerline, up to 66' AGL/555' MSL. Trees beginning 1073' from DER, 25' right of centerline, up to 79' AGL/568' MSL. Trees 1.1 NM from DER, 2262' right of centerline, up to 86' AGL/895' MSL. Tower 2.3 NM from DER, 527' left of centerline, 168' AGL/990' MSL. Trees 2.4 NM from DER, 1847' left of centerline, up to 71' AGL/890' MSL. **Rwy 21L,** trees beginning 122' from DER, 63' left of centerline, up to 118' AGL/597' MSL. Trees beginning 15' from DER, 248' right of centerline, up to 82' AGL/571' MSL. Trees 4581' from DER, 1503' left of centerline, up to 144' AGL/723' MSL. Tower 2 NM from DER, 2027' right of centerline, 168' AGL/990' MSL. Pole 2.2 NM from DER, 281' right of centerline, 78' AGL/841' MSL. **Rwy 25,** sign, pole, hangars, and trees beginning 177' from DER, 13' left of centerline, up to 86' AGL/575' MSL. Road, building, poles, and trees beginning 185' from DER, 5' right of centerline, up to 73' AGL/562' MSL. Tank 1.4 NM from DER, 1755' right of centerline, 210' AGL/1046' MSL. Tower 2.6 NM from DER, 2052' left of centerline, 158' AGL/885' MSL

21 OCT 2010 to 18 NOV 2010

CLEVELAND, OH

BURKE-LAKEFRONT (BKL)
AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6L,** 400-2 or std. w/ a min. climb of 400' per NM to 1800. **Rwy 6R,** 400-2 or std. w/ a min. climb of 360' per NM to 1800. **Rwy 24L,** 300-1½ or std. w/ a min. climb of 527' per NM to 1900. **Rwy 24R,** 200-1 or std. w/ a min. climb of 527' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 6L/6R,** climb via heading 065° to 1800 before proceeding on course. **Rwys 24L/24R,** climbing right turn via CXR VOR/DME R-272 to 1900 before proceeding on course.

NOTE: **Rwy 6L,** obstruction light on hangar 1127' from DER, 780' right of centerline, 47' AGL/622' MSL. Tower 5589' from DER, 1760' right of centerline, 237' AGL/857' MSL. Stacks 1.6 NM from DER, 883' right of centerline, 312' AGL/898' MSL. **Rwy 6R,** obstruction light on WSK 166' from DER, 241' left of centerline, 21' AGL/590' MSL. Stacks 1.8 NM from DER, 381' right of centerline, 312' AGL/898' MSL. Tower 5676' from DER, 1999' right of centerline, 108' AGL/734' MSL. Tower 1.1 NM from DER, 1258' right of centerline, 237' AGL/857' MSL. **Rwy 24L,** monument 1257' from DER, 10' left of centerline, 55' AGL/630' MSL. Bridge 1.1 NM from DER, 2006' left of centerline, 208' AGL/792' MSL. Antenna 227' from DER, 505' left of centerline, 37' AGL/608' MSL. Antenna on building 1529' from DER, 2340' left of centerline, 483' AGL/1126' MSL. Building 2805' from DER, 3340' left of centerline, 949' AGL/1603' MSL. **Rwy 24R,** crane 2228' from DER, 296' left of centerline, 136' AGL/707' MSL. Antenna 2783' from DER, 1155' left of centerline, 186' AGL/764' MSL. Multiple buildings 2787' from DER, 3873' left of centerline, up to 949' AGL/1603' MSL. Antenna on building 1529' from DER, 2839' left of centerline, 483' AGL/1126' MSL.

CLEVELAND-HOPKINS INTL (CLE)
AMDT 15 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 6L,6R, 10,** climbing left turn to intercept DJB VOR/DME R-082 to 2600 before proceeding on course.

NOTE: **Rwy 10,** multiple signs beginning 1237' from departure end of runway, 717' left of centerline, up to 68' AGL/857' MSL, light pole 1746' from departure end of runway, 786' right of centerline, 53' AGL/842' MSL, tower 4157' from departure end of runway, 1456' right of centerline, 137' AGL/922' MSL. **Rwy 24L,** multiple trees and poles beginning 1903' from departure end of runway, 5' left of centerline, up to 89' AGL/849' MSL. **Rwy 24R,** tower 2565' from departure end of runway, 1028' right of centerline, 191' AGL/870' MSL, multiple trees 3653' from departure end of runway, 857' left of centerline, up to 103' AGL/870' MSL. **Rwy 28,** vehicle on road 304' from departure end of runway, 3' left of centerline, 14' AGL/773' MSL. Antenna on building 308' from departure end of runway, 240' left of centerline, 13' AGL/775' MSL. Multiple trees beginning at 1046' from departure end of runway, 105' left of centerline, up to 60' AGL/819' MSL. Tower 2640' from departure end of runway, 946' right of centerline, 80' AGL/840' MSL.

CLEVELAND, OH (CON'T)

CUYAHOGA COUNTY (CGF)
ORIG 06159 (FAA)

NOTE: **Rwy 6,** trees beginning 2127' from departure end of runway, 975' right of centerline, up to 109' AGL/982' MSL. Tree 2595' from departure end of runway, 740' left of centerline, 93' AGL/947' MSL. **Rwy 24,** multiple trees beginning 755' from departure end of runway, 658' right of centerline, up to 100' AGL/948' MSL. Multiple trees beginning 1833' from departure end of runway, 681' left of centerline, up to 100' AGL/974' MSL.

COLUMBUS, IN

COLUMBUS MUNI (BAK)
ORIG 08269 (FAA)

NOTE: **Rwy 14,** tree 1589' from departure end of runway, 306' right of centerline, 40' AGL/696' MSL.

COLUMBUS, OH

BOLTON FIELD (TZR)
ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 037° to 1800 before turning east.

NOTE: **Rwy 4,** tree 1091' from departure end of runway, 770' left of centerline, 53' AGL/959' MSL. Tree 487' from departure end of runway, 356' right of centerline, 23' AGL/929' MSL. Tree 1317' from departure end of runway, 452' right of centerline, 42' AGL/948' MSL. Tree 1307' from departure end of runway, 50' left of centerline, 36' AGL/942' MSL. Tree 1927' from departure end of runway, 135' right of centerline, 49' AGL/955' MSL. **Rwy 22,** tree 1273' from departure end of runway, 720' right of centerline, 40' AGL/945' MSL. Tree 712' from departure end of runway, 662' right of centerline, 25' AGL/927' MSL. Tree 1411' from departure end of runway, 658' right of centerline 33' AGL/939' MSL.

PORT COLUMBUS INTL (CMH)
AMDT 6 07130 (FAA)

DEPARTURE PROCEDURE: **Rwys 28L, 28R,** climb heading 279° to 2700 before turning left.

NOTE: **Rwy 10L,** tree 1950' from departure end of runway, 908' left of centerline, 53' AGL/862' MSL. Tree 1883' from departure end of runway, 914' right of centerline, 57' AGL/866' MSL. **Rwy 10R,** trees 1870' from departure end of runway, 927' right of centerline, 86' AGL/877' MSL. **Rwy 28L,** multiple trees beginning 1398' from departure end of runway, 785' left of centerline, up to 51' AGL/870' MSL. Multiple trees beginning 2109' from departure end of runway, 1020' right of centerline, up to 75' AGL/884' MSL. **Rwy 28R,** multiple poles and trees beginning 1743' from departure end of runway, 625' right of centerline, up to 59' AGL/878' MSL.

CONNERSVILLE, IN
METTEL FIELD (CEV)
AMDT 2 06271 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-VFR use only.
DEPARTURE PROCEDURE: **Rwy 18,** climb via heading 185° to 1500 before proceeding on course.
NOTE: **Rwy 18,** railroad 311' from departure end of runway, 580' left of centerline, 23' AGL/882' MSL. Multiple trees beginning 2280' from departure end of runway, 100' left of centerline, up to 113' AGL/974' MSL. **Rwy 36,** road 120' from departure end of runway, 301' right of centerline, 15' AGL/884' MSL. Railroad 649' from departure end of runway, 578' right of centerline, 23' AGL/892' MSL. Multiple trees beginning 3400' from departure end of runway, on centerline, up to 92' AGL/959' MSL.

COSHOCTON, OH
RICHARD DOWNING (I40)
AMDT 1 80164 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

CRAWFORDSVILLE, IN
CRAWFORDSVILLE MU NI (CFJ)
ORIG 10154 (FAA)
NOTE: **Rwy 4,** tree 691' from DER, 324' left of centerline, 100' AGL/889' MSL, vehicle on road, 615' from DER, 41' left of centerline, 17' AGL/816' MSL.

DAYTON, OH
DAYTON-WRIGHT BROTHERS (MGY)
AMDT 3 06271 (FAA)
NOTE: **Rwy 2,** multiple trees and road beginning 440' from departure end of runway, 257' left of centerline, up to 100' AGL/1053' MSL. Multiple trees beginning 672' from departure end of runway, 17' right of centerline, up to 100' AGL/1017' MSL. **Rwy 20,** multiple trees beginning 189' from departure end of runway, 494' left of centerline, up to 100' AGL/1009' MSL. Multiple poles and trees beginning 323' from departure end of runway, 364' right of centerline, up to 100' AGL/1026' MSL.

GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)
AMDT 1 07074 (FAA)
NOTE: **Rwy 25,** multiple trees and tower beginning 469' from departure end of runway, 499' left of centerline, up to 96' AGL/998' MSL. Multiple trees and towers beginning 839' from departure end of runway, 460' right of centerline, up to 75' AGL/1005' MSL. **Rwy 7,** tree 1449' from departure end of runway, 592' right of centerline, 51' AGL/988' MSL.

JAMES M. COX DAYTON INTL (DAY)
AMDT 2 05020 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 250' per NM to 1300'.
NOTES: **Rwy 18,** multiple tanks 4224' from departure end of runway, 1417' left of centerline, 173' AGL/1163' MSL.

DELAWARE, OH
DELAWARE MUNI (DLZ)
ORIG 07298 (FAA)
NOTE: **Rwy 10,** railroad 202' from departure end of runway, 549' left of centerline, 23' AGL/972' MSL. Poles 561' from departure end of runway, 558' right of centerline, up to 60' AGL/1004' MSL. Trees 1180' from departure end of runway, 686' left of centerline, up to 83' AGL/1027' MSL. Tree 1288' from departure end of runway, 733' right of centerline, 61' AGL/1005' MSL. **Rwy 28,** rising terrain beginning 35' from departure end of runway, 189' left of centerline, 950' MSL. Poles 992' from departure end of runway, 599' left of centerline, up to 61' AGL/1005' MSL. Pole 1126' from departure end of runway, 694' right of centerline, 44' AGL/988' MSL. Tree 1233' from departure end of runway, 742' right of centerline, 46' AGL/990' MSL.

EAST LIVERPOOL, OH
COLUMBIANA COUNTY (02G)
AMDT 2 86296 (FAA)
TAKE-OFF MINIMUMS: **Rwys 7, 25,** 400-1.

ELYRIA, OH
ELYRIA (1G1)
NOTE: **Rwy 9,** road 1198' from departure end of runway, 275' left of centerline, 15' AGL/774' MSL. Tree 2077' from departure end of runway, 778' right of centerline, 100' AGL/859' MSL. **Rwy 27,** tree 68' from departure end of runway, 237' left of centerline, 100' AGL/859' MSL. Tree 527' from departure end of runway, 454' right of centerline, 100' AGL/854' MSL.

EVANSVILLE, IN
EVANSVILLE RGNL (EVV)
AMDT 8 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1. **Rwy 27,** 300-1¾ or std. w/ a min. climb of 402' per NM to 800. **Rwy 36,** 300-1¾.
DEPARTURE PROCEDURE: **Rwy 22,** climb heading 203° to 1300 before turning right.
NOTE: **Rwy 4,** multiple trees beginning 1259' from DER, 693' left of centerline, up to 100' AGL/539' MSL. **Rwy 9,** water tank, levee, and multiple trees beginning 268' from DER, 13' right of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 2233' from DER, 375' left of centerline, up to 67' AGL/516' MSL. **Rwy 18,** multiple buildings and vehicles on road beginning 265' from DER, 137' right of centerline, up to 62' AGL/447' MSL. Trees, lightpole, railroad, and vehicles on road beginning 268' from DER, 10' left of centerline, up to 100' AGL/489' MSL. **Rwy 22,** building vent, sign, poles, and vehicles on road beginning 167' from DER, 85' right of centerline, up to 36' AGL/421' MSL. Multiple trees beginning 2753' from DER, 337' right of centerline, up to 100' AGL/519' MSL. Buildings, trees, and light poles beginning 1128' from DER, 99' left of centerline, up to 125' AGL/495' MSL. **Rwy 27,** multiple trees, pole, and sign beginning 385' from DER, 87' right of centerline, up to 100' AGL/489' MSL. Poles, railroad, and vehicles on road beginning 418' from DER, 3' left of centerline, up to 43' AGL/422' MSL. Multiple trees and towers beginning 861' from DER, 151' left of centerline, up to 181' AGL/649' MSL. **Rwy 36,** multiple trees and building beginning 1563' from DER, 481' right of centerline, up to 100' AGL/619' MSL. Multiple trees and pole beginning 1425' from DER, 112' left of centerline, up to 84' AGL/514' MSL.

FINDLAY, OH

FINDLAY (FDY)

ORIG 07242 (FAA)

NOTE: **Rwy 7,** road 210' from departure end of runway, on runway centerline, 15' AGL/824' MSL. Multiple trees beginning 210' from departure end of runway, 111' right of centerline, up to 81' AGL/885' MSL. Building 2498' from departure end of runway, 878' right of centerline, 113' AGL/921' MSL. **Rwy 18,** tree 2786' from departure end of runway, 151' left of centerline, 72' AGL/876' MSL. **Rwy 25,** multiple elevators beginning 1825' from departure end of runway, 727' right of centerline, 78' AGL/869' MSL. Tree 4566' from departure end of runway, 687' right of centerline, 100' AGL/909' MSL. **Rwy 36,** pole 1192' from departure end of runway, 742' right of centerline, 36' AGL/835' MSL. Tree 1560' from departure end of runway, 499' left of centerline, 53' AGL/847' MSL.

FORT WAYNE, IN

FORT WAYNE INTL (FWA)

AMDT 2A 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1300' before turning left.

NOTE: **Rwy 5,** trees beginning 927' from DER, 499' left of centerline, 40' AGL/836' MSL. Fence 152' from DER, 521' right of centerline, 12' AGL/808' MSL. Railroad 834' from DER, 582' right of centerline, 23' AGL/820' MSL. Tree 152' from DER, 521' right of centerline, up to 42' AGL/842' MSL. **Rwy 9,** tower 3124' from DER, 1109' left of centerline, 111' AGL/910' MSL **Rwy 14,** tree 1079' from DER, 667' left of centerline, 23' AGL/825' MSL. **Rwy 27,** obstruction light 370' from DER, 230' left of centerline, 14' AGL/812' MSL. **Rwy 32,** trees beginning 3672' from DER, 611' left of centerline, up to 100' AGL/901' MSL.

SMITH FIELD (SMD)

AMDT 4 96340 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 13, 31,** 300-1. **Rwy 23,** 800-2½ or 300-1 with a min. climb of 400' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 5, 13,** climb to 2000 on heading 090 before turning south. **Rwys 23, 31,** climb to 2000 on heading 270 before turning south.

FOSTORIA, OH

FOSTORIA METROPOLITAN (FZI)

AMDT 1 10154 (FAA)

NOTE: **Rwy 9,** trees beginning 343' from DER, 584' left of centerline, up to 74' AGL/823' MSL. Trees beginning 26' from DER, 277' right of centerline, up to 75' AGL/820' MSL. **Rwy 27,** trees beginning 938' from DER, 342' left of centerline, up to 100' AGL/859' MSL. Trees beginning 379' from DER, 444' right of centerline, up to 64' AGL/806' MSL. Building 2' from DER, 500' left of centerline, 8' AGL/758' MSL. Building 262' from DER, 523' right of centerline, 34' AGL/776' MSL. SILO 292' from DER, 376' right of centerline, 36' AGL/778' MSL. Pole 898' from DER, 413' right of centerline, 39' AGL/778' MSL. Power pole 961' from DER, 562' right of centerline, 48' AGL/790' MSL.

FRANKFORT, IN

FRANKFORT MUNI (FKR)

ORIG 10154 (FAA)

NOTE: **Rwy 4,** vehicles on highway, beginning 148' from DER, left to right of centerline, 17' AGL/894' MSL. Building 442' from DER, 601' right of centerline, 40' AGL/897' MSL. Building 606' from DER, 373' left of centerline, 40' AGL/917' MSL. Plant 3169' from DER, 712' right of centerline, 87' AGL/942' MSL. **Rwy 9,** crops 389' from DER, left to right of centerline, 10' AGL/872' MSL. **Rwy 22,** crops 200' from DER, left to right of centerline, 10' AGL/867' MSL. Vehicles on roadway beginning 369' from DER, 583' right of centerline, 17' AGL/876' MSL. **Rwy 27,** crops 299' from DER, left to right of centerline, 10' AGL/867' MSL. Vehicles on roadway 743' from DER, left and right of centerline, 17' AGL/876' MSL.

FREMONT, OH

FREMONT (14G)

AMDT 2 09295

TAKE-OFF MINIMUMS: **Rwys 18,36,** NA-Environmental.

NOTE: **Rwy 9,** train 268' from DER, 516' right of centerline, 23' AGL/677' MSL. Trees beginning 3269' from DER, 1265' right of centerline, up to 100' AGL/754' MSL. Multiple trees and buildings beginning 320' from DER, left and right of centerline, up to 100' AGL/749' MSL. **Rwy 27,** road 65' from DER, 4' right of centerline, 15' AGL/669' MSL. Trees beginning 2230' from DER, 834' left of centerline, up to 100' AGL/754' MSL.

FRENCH LICK, IN

FRENCH LICK MUNI (FRH)

ORIG 08101 (FAA)

NOTE: **Rwy 8,** Terrain 59' from departure end of runway, 86' left of centerline, 0' AGL/799' MSL. Trees beginning 184' from departure end of runway, 391' left of centerline, up to 100' AGL/889' MSL. Trees beginning 215' from departure end of runway, 148' right of centerline, up to 100' AGL/849' MSL. **Rwy 26,** Trees beginning 429' from departure end of runway, 90' left of centerline, up to 100' AGL/849' MSL. Trees beginning 580' from departure end of runway, 57' right of centerline, up to 100' AGL/909' MSL.

GALLIPOLIS, OH

GALLIA-MEIGS RGNL (GAS)

AMDT 2A 07270 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 500-1. **Rwy 23,** 800-3 or std. w/ min. climb of 331' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 5,** climb straight ahead to 2100 before proceeding on course. **Rwy 23,** climb via 215° track to 1500 before proceeding on course.

GARY, IN

GARY/CHICAGO INTL (GYY)

AMDT 6 97310 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 30,** 300-1.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 1200 before proceeding on course. **Rwy 20,** climb to 1200 on heading 220° before proceeding on course.

GEORGETOWN, OH
BROWN COUNTY (GEO)
AMDT 2 10238 (FAA)
NOTE: **Rwy 18,** vehicle on road beginning 430' from DER, 116' right of centerline, up to 15' AGL/974' MSL. Vehicle on road beginning 400' from DER, 155' left of centerline, up to 15' AGL/974' MSL. **Rwy 36,** trees 328' from DER, 232' right of centerline, up to 100' AGL/1059' MSL. Trees 301' from DER, 452' left of centerline, up to 100' AGL, 1069' MSL.

GOSHEN, IN
GOSHEN MUNI (GSH)
ORIG 08157 (FAA)
NOTE: **Rwy 5,** Transmission tower, 4050' from departure end of runway, 1247' right of centerline, 116' AGL/941' MSL. **Rwy 9,** Post 42' from departure end of runway, 251' right of centerline, 12' AGL/831' MSL. Pole 1030' from departure end of runway, 619' right of centerline, 37' AGL/862' MSL. Pole 986' from departure end of runway, 465' left of centerline, 30' AGL/855' MSL. Trees beginning 2493' from departure end of runway, 515' left of centerline, up to 100' AGL/966' MSL. **Rwy 23,** Daymarker 95' from departure end of runway, 85' right of centerline, 4' AGL/818' MSL. Terrain 3' from departure end of runway, 42' left of centerline, 0' AGL/821' MSL. Sign 47' from departure end of runway, 500' left of centerline, 3' AGL/822' MSL. Terrain 61' from departure end of runway, 418' left of centerline, 0' AGL/821' MSL. Road & vehicle 933' from departure end of runway, 736' left of centerline, 17' AGL/841' MSL. **Rwy 27,** Trees beginning 2173' from departure end of runway, 210' right of centerline, up to 100' AGL/914' MSL. Trees beginning 2072' from departure end of runway, 124' left of centerline, up to 100' AGL/914' MSL.

GREENCASTLE, IN
PUTNAM COUNTY (4I7)
ORIG 08045 (FAA)
NOTE: **Rwy 18,** Road and vehicle 365' from departure end of runway, 577' right of centerline, 23' AGL/832' MSL. Pole 598' from departure end of runway, 374' right of centerline, 27' AGL/836' MSL. Pole 640' from departure end of runway, 423' right of centerline, 28' AGL/837' MSL. Building 773' from departure end of runway, 525' right of centerline, 32' AGL/841' MSL. Trees beginning 554' from departure end of runway, 428' right of centerline, up to 100' AGL/899' MSL. Fence 128' from departure end of runway, 306' left of centerline, 13'AGL/822'MSL. Fence 214' from departure end of runway, 307' left of centerline, 16'AGL/825'MSL. Trees beginning 901' from departure end of runway, 277' left of centerline, up to 100' AGL/865' MSL. **Rwy 36,** Terrain beginning 5' from departure end of runway, 85' right of centerline, 0' AGL/854' MSL. STPL 1836' from departure end of runway, 310' right of centerline 45' AGL/894' MSL. Trees beginning 658' from departure end of runway, 115' right of centerline, up to 100' AGL/959' MSL. Antenna on building 2725' from departure end of runway, 18' left of centerline, 64' AGL/913' MSL. Trees beginning 30' from departure end of runway, 250' left of centerline, up to 100' AGL/949' MSL.

GREENSBURG, IN
GREENSBURG MUNI (I34)
AMDT 1A 09099 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

GRIFFITH, IN
GRIFFITH - MERRILLVILLE (05C)
AMDT 4 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. w/ min. climb of 502' per NM to 1000.
NOTE: **Rwy 8,** multiple trees, and poles beginning 5' from departure end of runway, 165' left of centerline, up to 100' AGL/744' MSL. Tower 4170' from departure end of runway, 1386' left of centerline, 259' AGL/900' MSL. Multiple trees, and poles beginning 125' from departure end of runway, 68' right of centerline, up to 100' AGL/744' MSL. **Rwy 26,** multiple poles, trees, and building beginning 146' from departure end of runway, 21' right of centerline, up t o 100' AGL/744' MSL. Multiple trees, and poles beginning 25' from departure end of runway, 84' left of centerline, up t o 100' AGL/744' MSL.

HAMILTON, OH
BUTLER COUNTY RGNL (HAO)
AMDT 3 03191 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 800-3 or std. with a min. climb of 230' per NM to 1600. **Rwy 29,** 300-1 or std. with a min. climb of 420' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 11,** climb to 1700 via heading 110° before turning on course. **Rwy 29,** climb to 1700 via heading 290° before turning on course.
NOTE: **Rwy 11,** trees 2670' from departure end of runway, 1200' left of centerline, 100' AGL/757' MSL. **Rwy 29,** trees 3692' from departure end of runway, 1328' right of centerline, 100' AGL/835' MSL.

HARRISON, OH
CINCINNATI WEST (I67)
AMDT 2 07186 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 500-3 or std. w/ min. climb of 385' per NM to 1200. **Rwys 9, 27,** NA-obstacles. **Rwy 19,** 500-3 or std. w/ min. climb of 253' per NM to 1300.
NOTE: **Rwy 1,** multiple trees beginning 5364' from departure end of runway, 180' right of centerline, up to 100' AGL/915' MSL. Multiple trees beginning 5596' from departure end of runway, 1180' left of centerline up to 100' AGL/909' MSL. Multiple trees beginning 1.5 NM from departure end of runway, 2293' left of centerline, up to 200' AGL/849' MSL. **Rwy 19,** road 23' from departure end of runway, on centerline, 15' AGL/599' MSL.

HILLSBORO, OH
HIGHLAND COUNTY (HOC)
AMDT 2 91150 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.

HUNTINGBURG, IN
HUNTINGBURG (HNB)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

HUNTINGTON, IN
HUNTINGTON MUNI (HHG)
AMDT 1 87183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 400-1.

INDIANAPOLIS, IN

EAGLE CREEK AIRPARK (EYE)
AMDT 1 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 360° to 2000 before turning right.

NOTE: **Rwy 3,** antenna on building 859' from departure end of runway, 524' right of centerline, 37' AGL/851' MSL. Pole 507' from departure end of runway, 631' left of centerline, 36' AGL/860' MSL. Trees beginning 2014' from departure end of runway, 583' left of centerline, up to 85' AGL/904' MSL. **Rwy 21,** trees beginning 677' from departure end of runway, 267' right of centerline, up to 87' AGL/901' MSL. Vehicle/road 310' from departure end of runway, 398' right of centerline, 19' AGL/833' MSL. Trees beginning 1383' from departure end of runway, 57' left of centerline, up to 90' AGL/904' MSL. Airport beacon 10' from departure end of runway, 464' left of centerline, 58' AGL/867' MSL. Flagpole 167' from departure end of runway, 385' left of centerline, 29' AGL/848' MSL. Poles beginning 694' from departure end of runway, 451' left of centerline, up to 40' AGL/849' MSL. Antennas on buildings beginning 363' from departure end of runway, 258' left of centerline, 9' AGL/828' MSL.

GREENWOOD MUNI (HFY)
AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. w/ min. climb of 441' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1500 before turning right.

NOTE: **Rwy 1,** hangar 71' from departure end of runway, 499' left of centerline, 25' AGL/839' MSL. Pole 869' from departure end of runway, 627' left of centerline, 45' AGL/864' MSL. Multiple trees beginning 1274' from departure end of runway, 394' left of centerline, up to 85' AGL/899' MSL. Building 558' from departure end of runway, 409' right of centerline, 35' AGL/858' MSL. Multiple light poles beginning 1262' from departure end of runway, 482' right of centerline, up to 35' AGL/860' MSL. Multiple trees beginning 2536' from departure end of runway, 375' right of centerline, up to 77' AGL/898' MSL. **Rwy 19,** multiple trees beginning 1168' from departure end of runway, 288' left of centerline, up to 57' AGL/914' MSL. Multiple trees beginning 1577' from departure end of runway, 379' right of centerline, up to 96' AGL/923' MSL. Water tower 4222' from departure end of runway, 25' right of centerline, 114' AGL/971' MSL. Tank 4134' from departure end of runway, 71' right of centerline, 120' AGL/985' MSL.

HENRICKS COUNTY-GORDON GRAHAM FLD (2R2)
ORIG 08157 (FAA)

NOTE: **Rwy 18,** Pole 746' from departure end of runway, on centerline, 60' AGL/919' MSL, trees 2091' from departure end of runway, 625' left of centerline, 100' AGL/949' MSL. **Rwy 36,** Trees 1302' from departure end of runway, 648' right of centerline, 100' AGL/1009' MSL. Tree 3529' from departure end of runway, 788' right of centerline, 100' AGL/1009' MSL. Tree 5244' from departure end of runway, 1005' left of centerline, 100' AGL/1029' MSL.

INDIANAPOLIS, IN (CON'T)

INDIANAPOLIS EXECUTIVE (TYQ)
ORIG 08269 (FAA)

NOTE: **Rwy 18,** trees beginning 1452' from departure end of runway, 204' left of centerline, up to 53' AGL/972' MSL. **Rwy 36,** multiple hangers beginning 596' from departure end of runway, 356' left of centerline, up to 45' AGL/975' MSL, trees 2374' from departure end of runway, 641' left to right of centerline, 100' AGL/1019' MSL.

INDIANAPOLIS INTL (IND)
ORIG 07018 (FAA)

NOTES: **Rwy 5R,** tower 3756' from departure end of runway, 1048' left of centerline, 111' AGL/901' MSL. Rod on obstruction light dome 3765' from departure end of runway, 1076' left of centerline, 107' AGL/901' MSL. **Rwy 5L,** rod on obstruction light MCWV tower 5052' from departure end of runway, 140' right of centerline, 129' AGL/923' MSL. Tower 5073' from departure end of runway, 93' right of centerline, 128'AGL/923'MSL. **Rwy 23R,** tree 5159' from departure end of runway, 1144' right of centerline, 101' AGL/870' MSL. Tree 3295' from departure end of runway, 948' right of centerline, 78' AGL/822' MSL. **Rwy 32,** antenna 2370' from departure end of runway, 755' right of centerline, 70' AGL/849' MSL. Tree 2244' from departure end of runway, 707' right of centerline, 66' AGL/845' MSL.

INDIANAPOLIS METROPOLITAN (UMP)
AMDT 2 92281 (FAA)

TAKE-OFF MINIMUMS: **Rwys 15, 33,** 300-1.

DEPARTURE PROCEDURE: **Rwys 15, 33,** climb on runway heading to 1400 before turning westbound.

MOUNT COMFORT (MQJ)
AMDT 1 84243 (FAA)

DEPARTURE PROCEDURE: **Rwy 25,** climb to 2000 on a 270° heading before turning south.

JACKSON, OH

JAMES A. RHODES (I43)
AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-2. **Rwy 19,** 300-1½

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1500 before turning left.

NOTE: **Rwy 1,** car on road 475' from departure end of runway, on centerline, 15' AGL/754' MSL. Trees 2570' from departure end of runway, 613' left of centerline, 100' AGL/936' MSL. Trees 2810' from departure end of runway, 1243' left of centerline, 100' AGL/989' MSL. Trees 1.1 NM from departure end of runway, 1355' right of centerline, 100' AGL/949' MSL. Tank 1.4 NM from departure end of runway, 1870' left of centerline, 112' AGL/1008' MSL. Rising terrain beginning 1320' from departure end of runway, 316' left of centerline, up to 889' MSL. **Rwy 19,** pole 1137' from departure end of runway, 114' left of centerline, 39' AGL/779' MSL. Trees 1869' from departure end of runway, 138' right of centerline, 100' AGL/840' MSL. Trees 2349' from departure end of runway, 103' right of centerline, 100' AGL/899' MSL. Rising terrain beginning 386' from departure end of runway, 587' right of centerline, up to 989' MSL.

JEFFERSONVILLE, IN
CLARK RGNL (JVY)
AMDT 2 10266 (FAA)
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 140° to 1300 before turning west. **Rwy 18,** climb heading 182° to 1500 before turning west. **Rwy 32,** climb heading 335° to 1900 before turning west. **Rwy 36,** climb heading 002° to 1600 before turning west.
NOTE: **Rwy 14,** sign 22' from DER, 88' right of centerline, 22' AGL/465' MSL. Tree 262' from DER, 361' left of centerline, 77' AGL/527' MSL. Trees beginning 499' from DER, 175' left of centerline, up to 93' AGL/543' MSL. Trees beginning 596' from DER, 175' right of centerline, up to 96' AGL/536' MSL. Transmission tower and tree beginning 1668' from DER, 306' left of centerline, up to 89' AGL/569' MSL. Tree and transmission towers 1942' from DER, 98' right of centerline, 145' AGL/603' MSL. **Rwy 18,** tree 262' from DER, 524' left of centerline, 60' AGL/490' MSL. Trees beginning 301' from DER, 474' right of centerline, up to 65' AGL/495' MSL. Trees and transmission towers beginning 626' from DER, 105' left of centerline, up to 146' AGL/605' MSL. Trees and light pole beginning 764' from DER, 154' right of centerline, up to 150' AGL/603' MSL. Trees beginning 1375' from DER, 35' left of centerline, up to 121' AGL/551' MSL. Trees beginning 1720' from DER, 28' right of centerline, up to 99' AGL/559' MSL. Transmission towers and catenary beginning 4640' from DER, up to 120' AGL/600' MSL. **Rwy 32,** sign 19' from DER, 87' left of centerline, 14' AGL/474' MSL. Trees beginning 192' from DER, 324' right of centerline, up to 76' AGL/546' MSL. Tree 385' from DER, 269' left of centerline, 61' AGL/531' MSL. Building 559' from DER, 165' right of centerline, 25' AGL/485' MSL. Pole and tree 1026' from DER, 25' left of centerline, up to 47' AGL/507' MSL. Tree 1053' from DER, 510' left of centerline, 90' AGL/560' MSL. Tree 2052' from DER, 12' left of centerline, 99' AGL/569' MSL. **Rwy 36,** tree 1736' from DER, 909' right of centerline, 73' AGL/533' MSL.

KENDALLVILLE, IN
KENDALLVILLE MUNI (C62)
AMDT 2 86016 (FAA)
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 1500 before turning south.

KENTLAND, IN
KENTLAND MUNI (50I)
ORIG 88322 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 400-1.
DEPARTURE PROCEDURE: **Rwy 27,** turn left as soon as practicable; climb to 1000' on 240° heading before proceeding on course.

KENTON, OH
HARDIN COUNTY (I95)
AMDT 2 83342 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

KNOX, IN
STARKE COUNTY (OXI)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-Environmental.
NOTE: **Rwy 36,** tree 1234' from departure end of runway, 477' left of centerline, 35' AGL/715' MSL.
Rwy 18, trees beginning 2442' from departure end of runway, 135' right of centerline, up to 86' AGL/769' MSL. Tree 21' from departure end of runway, 449' left of centerline, 5' AGL/668' MSL.

KOKOMO, IN
KOKOMO MUNI (OKK)
ORIG 10210 (FAA)
NOTE: **Rwy 5,** trees beginning 501' from DER, 362' right of centerline, up to 41' AGL/870' MSL. Silo and trees beginning 639' from DER, 457' left of centerline, up to 52' AGL/881' MSL. **Rwy 14,** trees, bushes and silo beginning 7' from DER, 196' left of centerline, up to 51' AGL/890' MSL. **Rwy 23,** sign, pole, trees and road beginning 22' from DER, 7' right of centerline, up to 66' AGL/905' MSL. **Rwy 32,** hangar and pole beginning 153' from DER, 490' right of centerline, up to 23' AGL/852' MSL. Trees and silo beginning 949' from DER, 279' left of centerline, up to 51' AGL/877' MSL.

LA PORTE, IN
LA PORTE MUNI (PPO)
AMDT 2 07186 (FAA)
NOTE: **Rwy 14,** power line beginning 4937' from departure end of runway, 670' right of centerline, 150' AGL/934' MSL. **Rwy 20,** power line beginning 3978' from departure end of runway, 1566' left of centerline, 150' AGL/959' MSL.

LAFAYETTE, IN
PURDUE UNIVERSITY (LAF)
AMDT 1 07130 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 342' per NM to 1000. **Rwy 23,** 400-2¼ or std. w/ min. climb of 220' per NM to 1100.
NOTE: **Rwy 5,** multiple trees and buildings beginning 290' from departure end of runway, 33' right of centerline, up to 167' AGL/782' MSL. Multiple trees, buildings, and antennas beginning 45' from departure end of runway, 25' left of centerline, up to 227' AGL/850' MSL. **Rwy 10,** multiple trees beginning 1230' from departure end of runway, 394' right of centerline, up to 80' AGL/639' MSL. Antenna 258' from departure end of runway, 323' left of centerline, 14' AGL/613' MSL. **Rwy 23,** rod on obstruction light tower 1.9 NM from departure end of runway, 272' left of centerline, 314' AGL/915' MSL. Tree 90' from departure end of runway, 235' left of centerline, 34' AGL/613' MSL. **Rwy 28,** multiple trees beginning 397' from departure end of runway, 461' left of centerline, up to 57' AGL/656' MSL. Tree 3382' from departure end of runway, 973' right of centerline, 68' AGL/697' MSL.

LANCASTER, OH
FAIRFIELD COUNTY (LHQ)
AMDT 1 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 400-1. **Rwy 28,** 300-1.

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LIMA, OH
LIMA ALLEN COUNTY (AOH)
AMDT 1 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA-Environmental.
NOTE: **Rwy 10,** bush beginning 162' from DER, 310' right of centerline, up to 4' AGL/983' MSL. **Rwy 28,** multiple trees beginning 1343' from DER, 160' right of centerline, up to 71' AGL/1015' MSL.

LOGANSPORT, IN
LOGANSPORT/CASS COUNTY (GGP)
ORIG 07186 (FAA)
NOTE: **Rwy 9,** transmission pole 426' from departure end of runway, 486' left of centerline, 30' AGL/768' MSL. Transmission pole 432' from departure end of runway, 457' right of centerline, 30' AGL/768' MSL. Pole 427' from departure end of runway, 285' left of centerline, 29' AGL/767' MSL. Pole 427' from departure end of runway, 283' right of centerline, 29' AGL/767' MSL. Road with vehicle 448' from departure end of runway, on runway centerline, 15' AGL/751' MSL. Road with vehicle 450' from departure end of runway, 419' right of centerline, 15' AGL/751' MSL. Road with vehicle 447' from departure end of runway, 416' left of centerline, 15' AGL/750' MSL.

LONDON, OH
MADISON COUNTY (UYF)
ORIG 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.

LORAIN/ELYRIA, OH
LORAIN COUNTY RGNL (LPR)
ORIG 06159 (FAA)
NOTE: **Rwy 7,** multiple trees beginning 973' from departure end of runway, 293' right of centerline, up to 75' AGL/865' MSL. Multiple trees beginning 839' from departure end of runway, 636' left of centerline, up to 47' AGL/836' MSL. **Rwy 25,** bush 583' from departure end of runway, 468' right of centerline, 10' AGL/809' MSL. Tree 1587' from departure end of runway, 698' left of centerline, 44' AGL/838' MSL. Tree 2277' from departure end of runway, 435' right of centerline, 58' AGL/854' MSL.

LOWELL, IN
LOWELL (C97)
ORIG 82357 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

MADISON, IN
MADISON MUNI (IMS)
AMDT 2 08213(FAA)
NOTE: **Rwy 3,** Vehicle on road 625' from departure end of runway, on centerline, 15' AGL/844' MSL. Antenna on building and trees beginning 170' from departure end of runway, 432' left of centerline, up to 85' AGL/904' MSL. Poles and trees beginning 526' from departure end of runway, 64' right of centerline, up to 130' AGL/959' MSL. **Rwy 21,** Vehicle on road 575' from departure end of runway, on centerline, 15' AGL/824' MSL. Trees and poles beginning 285' from departure end of runway, 16' left of centerline, up to 157' AGL/947' MSL. Trees and pole beginning 116' from departure end of runway, 1' right of centerline, up to 123' AGL/912' MSL.

MANSFIELD, OH
MANSFIELD LAHM RGNL (MFD)
ORIG 09071 (FAA)
NOTE: **Rwy 5,** trees 1337' from DER, 209' right of centerline, 78' AGL/1318' MSL. Trees 1494' from DER, 410' left of centerline, 80' AGL/1330' MSL. **Rwy 32,** trees 2399' from DER, 868' right of centerline, 90' AGL/1310' MSL.

MARION, IN
MARION MUNI (MZZ)
ORIG 02164 (FAA)
NOTE: **Rwy 4,** trees 938' from departure end of runway, 696' right of centerline, 67' AGL/914' MSL. **Rwy 15,** trees 627' from departure end of runway, 263' right of centerline, 82' AGL/929' MSL. **Rwy 22,** trees 1144' from departure end of runway, 783' left of centerline, 89' AGL/936' MSL. **Rwy 33,** trees 1005' from departure end of runway, 728' left of centerline, 99' AGL/946' MSL.

MARION, OH
MARION MUNI (MNN)
ORIG 07242 (FAA)
DEPARTURE PROCEDURE: **Rwy 25,** climb heading 245° to 1600 before turning right.
NOTE: **Rwy 7,** trees 3283' from departure end of runway, 273' left of centerline, up to 89' AGL/1088' MSL. Multipletrees beginning 36' from departure end of runway, 280' right of centerline, up to 43' AGL/1033' MSL. **Rwy 13,** trees 512' from departure end of runway, 277' left of centerline, up to 100' AGL/1089' MSL. Road 491' from departure end of runway, 15' AGL/1004' MSL. **Rwy 25,** obstruction light on antenna 419' from departure end of runway, 407' left of centerline, up to 13' AGL/1008' MSL. Road 434' from departure end of runway, 15' AGL/1004' MSL. **Rwy 31,** trees 2186' from departure end of runway, up to 100' AGL/1089' MSL. Road 355' from departure end of runway, 485' left of centerline, 15' AGL/1004' MSL.

MARYSVILLE, OH
UNION COUNTY (MRT)
AMDT 2 89320 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

MEDINA, OH
MEDINA MUNI (1G5)
AMDT 3 06159 (FAA)
NOTE: **Rwy 1,** multiple trees beginning 562' from departure end of runway, 588' left of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 1925' from departure end of runway, on centerline, up to 100' AGL/1319' MSL. **Rwy 9,** multiple trees beginning 305' from departure end of runway, 396' right of centerline, up to 100' AGL/1249' MSL, tower 3627' from departure end of runway, 534' left of centerline, 150' AGL/1282' MSL. **Rwy 19,** multiple trees beginning at departure end of runway, 112' left of centerline, up to 100' AGL/1249' MSL. **Rwy 27,** multiple trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/1319' MSL, multiple trees beginning at departure end of runway, 366' right of centerline, up to 100' AGL/1279' MSL.

MICHIGAN CITY, IN
MICHIGAN CITY MUNI (MGC)
AMDT 2 10266 (FAA)
DEPARTURE PROCEDURE: **Rwy 20,** climb heading 203° to 1200 before turning left.
NOTE: **Rwy 2,** vehicle on road beginning 97' from DER, 191' left of centerline, up to 15' AGL/654' MSL. Vehicle on road 374' from DER, 555' right of centerline, 15' AGL/674' MSL. Trees beginning 169' from DER, left and right of centerline, up to 50' AGL/709' MSL. **Rwy 20,** trees beginning at DER, 181' right of centerline, up to 50' AGL/709' MSL. Vehicles on road 208' from DER, left and right of centerline, 17' AGL/676' MSL. Trees beginning 1418' from DER, left and right of centerline, up to 50' AGL/719' MSL.

MIDDLEFIELD, OH
GEAUGA COUNTY (7G8)
AMDT 3 06159 (FAA)
NOTE: **Rwy 11,** railroad 331' from departure end of runway, 315' left of centerline, 23' AGL/1182' MSL. Trees 3144' from departure end of runway, 671' left of centerline, 100' AGL/1249' MSL. **Rwy 29,** railroad 349' from departure end of runway, 521' left of centerline, 23' AGL/1212' MSL. Multiple buildings 993' from departure end of runway, 294' right of centerline, 40' AGL/1239' MSL. Trees 1875' from departure end of runway, 791' right of centerline, 100' AGI/1319' MSL. Tank 2251' from departure end of runway, 578' right of centerline, 125' AGL/1315' MSL.

MIDDLETOWN, OH
MIDDLETOWN RGNL/HOOK FIELD (MWO)
AMDT 1 09295(FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 23,** 300-1.
Rwy 26, 400-1.
DEPARTURE PROCEDURE: **Rwys 5, 8, 23, 26,** climb on runway heading to 1700' before proceeding on course.

MILLERSBURG, OH
HOLMES COUNTY (10G)
AMDT 1 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.
NOTE: **Rwy 9,** trees beginning 520' from DER, 4' right of centerline, up to 80' AGL/1239' MSL. **Rwy 27,** pole 507' from DER, 251' right of centerline, 34' AGL/1251' MSL.

MONTICELLO, IN
WHITE COUNTY (MCX)
AMDT 2 85101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 600-1 or std. with a min. climb of 250' per NM to 1300.

MT. GILEAD, OH
MORROW COUNTY (4I9)
AMDT 1 83048
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

MT. VERNON, OH
KNOX COUNTY (4I3)
ORIG 09015 (FAA)
NOTE: **Rwy 28,** trees 2121' from departure end of runway, 361' right of centerline, 47' AGL/1246' MSL.

MUNCIE, IN
DELAWARE COUNTYRGNL (MIE)
AMDT 3 06271 (FAA)
NOTE: **Rwy 2,** multiple trees beginning 888' from departure end of runway, 412' right of centerline, up to 47' AGL/980' MSL. Tree and towers beginning 2554' from departure end of runway, 46' left of centerline, up to 113' AGL/1046' MSL. **Rwy 14,** tree 2061' from departure end of runway, 1004' right of centerline, 69' AGL/1005' MSL. **Rwy 20,** tree 1463' from departure end of runway, 564' left of centerline, 82' AGL/1019' MSL. Multiple trees beginning 1119' from departure end of runway, 171' right of centerline, up to 62' AGL/999' MSL. **Rwy 32,** multiple bushes beginning 86' from departure end of runway, 447' left of centerline, up to 12' AGL/940' MSL.

NAPPANEE, IN
NAPPANEE MUNI (C03)
AMDT 1 81036 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

NEW LEXINGTON, OH
PERRY COUNTY (I86)
ORIG 84243 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1.

NEW PHILADELPHIA, OH
HARRY CLEVER FIELD (PHD)
TAKE-OFF MINIMUMS: **Rwys 11, 29,** 600-1. **Rwy 14,** 500-1 or std. with a min. climb to 330' per NM to 1600. **Rwy 32,** 500-1 or std. with a min. climb 380' per NM to 1600.
DEPARTURE PROCEDURE: **Rwys 11,14,29,32,** climb runway heading to 1600 before turning.

NEWARK, OH
NEWARK-HEATH (VTA)
AMDT2 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 600-3 or std. w/ min. climb of 354' per NM to 1800.
DEPARTURE PROCEDURE: **Rwy 9,** climb heading 093° to 1800 before proceeding on course.
NOTE: **Rwy 9,** Vehicle road 306' from departure end of runway, 164' right of centerline, 15' AGL/894' MSL. Trees beginning 2.2 NM from departure end of runway, 1906' right of centerline, 100' AGL/1159' MSL.

NORTH VERNON, IN
NORTH VERNON (OVO)
ORIG 09239 (FAA)
NOTE: **Rwy 5,** tree 1866' from DER, 690' left of centerline, 62' AGL/821' MSL. Tree 428' from DER, 516' right of centerline, 22' AGL/781' MSL. **Rwy 15,** fence beginning 259' from DER, crossing left to right, 11' AGL/765' MSL. Trees beginning 469' from DER, 100' left of centerline, up to 115' AGL/864' MSL. Tree 1509' from DER, 472' right of centerline, 59' AGL/818' MSL. **Rwy 23,** trees beginning 1856' from DER, 94' left of centerline, up to 93' AGL/842' MSL. Tree 3348' from DER 675' right of centerline, 97' AGL/846' MSL.**Rwy 33,** fence beginning 304' from DER, 138' left of centerline, 11' AGL/761' MSL. Tree 2592' from DER, 596' left of centerline, 90' AGL/839' MSL. Power pole 751' from DER, 102' right of centerline, 25' AGL/774' MSL.

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NORWALK, OH
NORWALK-HURON COUNTY (5A1)
AMDT 1 83286 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

OTTAWA, OH
PUTNAM COUNTY (OWX)
ORIG 09239 (FAA)
NOTE: **Rwy 9,** trees 1342' from DER, 578' right of centerline, 100' AGL/854' MSL. Tree 1978' from DER, 5' left of centerline, 50' AGL/814' MSL. **Rwy 27,** road 1' from DER, 219' right of centerline, 15' AGL/768' MSL. Multiple trees and pole beginning 1606' from DER, 303' left of centerline, up to 100' AGL/854' MSL.

OXFORD, OH
MIAMI UNIVERSITY (OXD)
AMDT 1 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.

PAINESVILLE, OH
CONCORD AIRPARK (2G1)
AMDT 2 06159 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 400-1¾ or std. w/ a min. climb of 310' per NM to 1500.
NOTE: **Rwy 2,** numerous trees beginning 503' from departure end of runway, 146' left of centerline, up to 100' AGL/1039' MSL. **Rwy 20,** numerous trees beginning 544' from departure end of runway, 25' right of centerline, up to 200' AGL/1349' MSL. Tower 1.2 NM from departure end of runway, 2020' right of centerline, 114' AGL/1223' MSL.

PERU, IN
PERU MUNI (I76)
AMDT 3 07018 (FAA)
NOTE: **Rwy 1,** multiple trees beginning 2201' from departure end of runway, 321' left of centerline, 100' AGL/879' MSL. Road plus vehicle beginning 407' from departure end of runway, 1524' right of centelrine, 15' AGL/794' MSL. Trees beginning 1656' from departure end of runway, 815' right of centerline, 100' AGL/879' MSL. **Rwy 19,** multiple trees beginning 44' from departure end of runway, 204' left of centerline, 100' AGL/869' MSL. Multiple trees beginning 588' from departure end of runway, 134' right of centerline, 100' AGL/859' MSL.

PHILLIPSBURG, OH
PHILLIPSBURG (3I7)
TAKE-OFF MINIMUMS: **Rwy 21,** 300-1.

PLYMOUTH, IN
PLYMOUTH MUNI (C65)
ORIG 74199 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

PORT CLINTON, OH
CARL R. KELLER FIELD (PCW)
AMDT 6 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** std. w/ min. climb of 250' per NM to 1600 or 1000-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 27,** for climb in visual conditions: cross Carl R Keller Field at or above 1400 MSL before proceeding on course.
NOTE: **Rwy 9,** multiple trees and poles beginning 417' from DER, 398' left of centerline, up to 78' AGL/668' MSL. Multiple trees and poles beginning 407' from DER, 550' right of centerline, up to 67' AGL/657' MSL. **Rwy 18,** multiple trees beginning 626' from DER, 424' left of centerline, up to 100' AGL/684' MSL. Trees 511' from DER, 471' right of centerline, 100' AGL/684' MSL. Vehicles on road 475' from DER, 31' right of centerline, 15' AGL/604' MSL. **Rwy 27,** multiple trees beginning 1210' from DER, 176' left of centerline, up to 65' AGL/650' MSL. Pole 1066' from DER, 609' right of centerline, 35' AGL/620' MSL. Multiple trees beginning 2558' from DER, 311' right of centerline, up to 91' AGL/676' MSL. **Rwy 36,** trees 558' from DER, 406' left of centerline, 100' AGL/684' MSL. Trees 770' from DER, 564' right of centerline, 100' AGL/679' MSL. Trees 5097' from DER, 1661' right of cenerline, 100' AGL/719' MSL.

PORTLAND, IN
PORTLAND MUNI (PLD)
ORIG 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA - Turf runways.
NOTE: **Rwy 9,** multiple trees beginning 2290' from departure end of runway, 517' right of centerline, up to 100' AGL/1029' MSL. Multiple trees beginning 2843' from departure end of runway, 36' left of centerline, up to 100' AGL/1029' MSL. **Rwy 27,** barn 1082' from departure end of runway, 572' right of centerline, 34' AGL/945' MSL. Multiple trees beginning 263' from departure end of runway, 551' left of centerline, up to 100' AGL/1019' MSL.

PORTSMOUTH, OH
GREATER PORTSMOUTH RGNL (PMH)
AMDT 2 91262 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 170° to 1200 before proceeding on course.

RENSSELAER, IN
JASPER COUNTY (RZL)
AMDT 1 88014 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 18, 27, 36,** 300-1.
DEPARTURE PROCEDURE: **Rwys 9, 18, 27, 36,** climb to 1100 on runway heading before proceeding on course.

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RICHMOND, IN
RICHMOND MUNI (RID)
ORIG 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** NA-Environmental.
NOTE: **Rwy 15,** tree 2970' from DER, 198' right of centerline, 86' AGL/1226' MSL. **Rwy 24,** road and antenna beginning 298' from DER, 7' right of centerline, up to 22' AGL/1156' MSL. Trees beginning 1185' from DER, 529' left of centerline, up to 40' AGL/1174' MSL. Obstruction light on localizer 300' from DER, on centerline, 8' AGL/1142' MSL. **Rwy 33,** trees beginning 515' from DER, 283' right of centerline, up to 48' AGL/1175' MSL. Antenna and trees beginning 1041' from DER, 141' left of centerline, up to 71' AGL/1198' MSL.

ROCHESTER, IN
FULTON COUNTY (RCR)
ORIG 08269 (FAA)
NOTE: **Rwy 11,** terrain 469' right of centerline, 797' MSL. Trees beginning 619' from from departure end of runway, 181' right of centerline, up to 105' AGL/894' MSL. Trees beginning 2534' from departure end of runway, 27' left of centerline, up to 97' AGL/886' MSL. **Rwy 29,** pole 1' from departure end of runway, 480' left of centerline, 28' AGL/817' MSL. Pole 195' from departure end of runway, 460' left of centerline, 28' AGL/817' MSL. Pole 524' from departure end of runway, 503' left of centerline, 33' AGL/823' MSL. Vehicle on road 578' from departure end of runway, 100' left of centerline, 15' AGL/804' MSL. Vent on building 890' from departure end of runway, 262' left of centerline, 23' AGL/812' MSL. Trees beginning 614' from departure end of runway, 355' left of centerline, up to 87' AGL/876' MSL. Vent on building 229' from departure end of runway, 525' right of centerline, 40' AGL/829' MSL. Pole 843' from departure end of runway, 94' right of centerline, 23' AGL/812' MSL. Trees beginning 883' from departure end of runway, 152' right of centerline, up to 103' AGL/892' MSL.

ST. CLAIRSVILLE, OH
ALDERMAN (2P7)
AMDT 2 91010 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19,** 300-1.
DEPARTURE PROCEDURE: **Rwys 1, 19,** climb on runway heading to 1800 before proceeding on course.

SALEM, OH
SALEM AIRPARK, INC (38D)
AMDT 1 97058 (FAA)
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 2200 before turning south.

SANDUSKY, OH
GRIFFING-SANDUSKY (SKY)
AMDT 1 81162 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 18, 27,** 300-1.

SEBRING, OH
TRI-CITY (3G6)
ORIG 76036 (FAA)
DEPARTURE PROCEDURE: **Rwys 17, 35,** climb runway heading to 3000 before turning east.

SEYMOUR, IN
FREEMAN MUNI (SER)
ORIG 07130 (FAA)
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 046° to 1100 before turning left. **Rwy 14,** climb heading 136° to 1100 before turning right.
NOTE: **Rwy 5,** multiple trees beginning 845' from departure end of runway, 523' left of centerline, up to 90' AGL/669' MSL. Multiple towers beginning 2870' from departure end of runway, 1231' left of centerline, up to 73' AGL/657' MSL. Multiple trees beginning 1035' from departure end of runway, 691' right of centerline, up to 73' AGL/652' MSL. **Rwy 14,** multiple trees beginning 2285' from departure end of runway, 309' right of centerline, up to 78' AGL/657' MSL. **Rwy 32,** multiple trees beginning 2339' from departure end of runway, 383' left of centerline, up to 63' AGL/662' MSL.

SHELBY, OH
SHELBY COMMUNITY (12G)
AMDT 1 83076 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 18, 21, 36,** 300-1.

SHELBYVILLE, IN
SHELBYVILLE MUNI (GEZ)
AMDT 4A 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27** NA-Environmental.
DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1400 before turning west on course. **Rwys 9, 19,** climb runway heading to 1300 before turning on course. **Rwy 27,** climb to 1500 on heading 240° before turning north on course.

SIDNEY, OH
SIDNEY MUNI (I12)
AMDT 2 91038 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 10, 23,** 300-1. **Rwy 28,** 300-1 or std. with a min. climb of 350' per NM to 1300.

21 OCT 2010 to 18 NOV 2010

SOUTH BEND, IN

SOUTH BEND RGNL (SBN)
AMDT 9 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27R,** 300-1¼ or std. w/ min. climb of 240' per NM to 1100. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9R,** climb heading 092° to 2000 before turning South. **Rwy 18,** climb heading 182° to 2000 before turning East.

NOTE: **Rwy 9L,** tree 1226' from DER, 367' left of centerline, 60' AGL/831' MSL. Tree 1332' from DER, 93' right of centerline, 50' AGL/822' MSL. Transmission tower 2159' from DER, 392' left of centerline, 117' AGL/872' MSL. **Rwy 18,** powerline and fence 199' from DER, left and right of centerline, up to 20' AGL/775' MSL. Multiple trees and poles beginning 684' from DER, from 829' left to 720' right of centerline, up to 80' AGL/849' MSL. **Rwy 27L,** light pole 665' from DER, 479' left of centerline, 22' AGL/810' MSL. Trees beginning 1190' from DER, from 948' left to 900' right of centerline, up to 100' AGL/923' MSL. **Rwy 27R,** tree 207' from DER, 502' right of centerline, 60' AGL/849' MSL. Tree 1541' from DER, 93' left of centerline, 60' AGL/850' MSL. Transmission tower 5542' from DER, 1922' right of centerline, 100' AGL/954' MSL. **Rwy 36,** terrain 98' from DER, 390' left of centerline, 803' MSL. Barricade 130' from DER, 418' left of centerline, 10' AGL/807' MSL. Trees beginning 340' from DER, 332' right of centerline, up to 36' AGL/815' MSL. Tree 2726' from DER, 443' left of centerline, 60' AGL/867' MSL.

SPRINGFIELD, OH

SPRINGFIELD-BECKLEY MUNI (SGH)
ORIG 08157 (FAA)

NOTE: **Rwy 6,** Trees beginning 642' from departure end of runway, 664' left of centerline, up to 96' AGL/1133' MSL. Tree 66' from departure end of runway, 514' right of centerline, 27' AGL/1064' MSL. **Rwy 15,** Multiple trees beginning 1357' from departure end of runway, 160' left of centerline, up to 86' AGL/1127' MSL. Tree 1763' from departure end of runway, 410' right of centerline, 51' AGL/1092' MSL. **Rwy 24,** Trees beginning 1387' from departure end of runway, 66' left of centerline, up to 58' AGL/1109' MSL. Windsock 1' from departure end of runway, 228' right of centerline, 20' AGL/1071' MSL. **Rwy 33,** Tree 183' from departure end of runway, 438' right of centerline, 24' AGL/1066' MSL.

STEUBENVILLE, OH

JEFFERSON COUNTY AIRPARK (2G2)
ORIG 00055 (FAA)

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 2200 before turning north.

SULLIVAN, IN

SULLIVAN COUNTY (SIV)
AMDT 1 99364 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 200-1 or std. with a min. climb of 320' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 1500 before turning west on course. **Rwys 18,36,** climb runway heading to 1800 before turning east on course.

TELL CITY, IN

PERRY COUNTY MUNI (TEL)
AMDT 1 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1.

TERRE HAUTE, IN

SKY KING (3I3)
AMDT 2 84075 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 18,** 300-1.

DEPARTURE PROCEDURE: **Rwy 26,** climb to 1400 on runway heading before turning south. **Rwy 18,** climb to 1400 on runway heading before turning west.

TERRE HAUTE INTL-HULMAN FIELD (HUF)
ORIG 08213 (FAA)

NOTE: **Rwy 5,** Terrain beginning 118' from departure end of runway, left and right of centerline, 0' AGL/591' MSL. Floodlight 967' from departure end of runway, 673' right of centerline, 32' AGL/621' MSL. Trees beginning 2019' from departure end of runway, 317' left of centerline, up to 100' AGL/689' MSL. Tree 3340' from departure end of runway, 533' right of centerline, 79' AGL/668' MSL. **Rwy 14,** trees beginning 1266' from departure end of runway, 570' left of centerline, up to 100' AGL/689' MSL. Trees beginning 1,520' from departure end of runway 462' right of centerline, up to 100' AGL/689' MSL. Powerlines 3084' from departure end of runway, left and right of centerline, 98' AGL/682' MSL. **Rwy 18,** terrain beginning 84' from departure end of runway, left and right of centerline, 0' AGL/581' MSL . Trees beginning 3040' from departure end of runway, 192' left of centerline, up to 66' AGL/655' MSL. **Rwy 23**, trees beginning 412' from departure end of runway, 537' left of centerline, up to 34' AGL/593' MSL. Tree 1201' from departure end of runway, 376' right of centerline, 38' AGL/607' MSL. **Rwy 32,** trees and a pole beginning 397' from departure end of runway, 308' left of centerline, up to 82' AGL/651' MSL. Tree 1195' from departure end of runway 544' left of centerline, 68' AGL/637' MSL. Trees beginning 2597' from departure end of runway, 340' right of centerline, up to 100' AGL/669' MSL. **Rwy 36,** trees beginning 1580' from departure end of runway, 120' right of centerline, up to 100' AGL/669' MSL, trees beginning 2475' from departure end of runway, 153' left of centerline, up to 102' AGL/671' MSL.

TIFFIN, OH

SENECA COUNTY(16G)
AMDT 2 09183 (FAA)

NOTE: **Rwy 6,** multiple trees and buildings beginning 2' from DER, 186' right of centerline, up to 98' AGL/868' MSL. Antenna 129' from DER, 438' left of centerline, 66' AGL/836' MSL. Pole 408' from DER, 477' left of centerline, 39' AGL/809' MSL. Vehicle on road 501' from DER, 414' left of centerline, 26' AGL/796' MSL. Trees 2421' from DER, 207' left of centerline, 83' AGL/853' MSL. **Rwy 24,** multiple trees beginning 27' from DER, 280' left of centerline, up to 124' AGL/904' MSL. Building 1291' from DER, 528' left of centerline, 44' AGL/824' MSL. Multiple trees beginning 1071' from DER, 337' right of centerline, up to 92' AGL/872' MSL. Pole 1460' from DER, 562' right of centerline, 48' AGL/828' MSL.

TOLEDO, OH
METCALF FIELD (TDZ)
AMDT 2A 07326 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 22,32,** 300-1. **Rwy 4,** 2100-2 or std. with a min. climb of 300' per NM to 2100.
DEPARTURE PROCEDURE: **Rwys 14, 22, 32,** climb runway heading to 2000 before turning.
NOTE: **Rwy 14,** tree 789' from departure end of runway, 249' left of centerline, 61' AGL/685' MSL.

TOLEDO EXPRESS (TOL)
AMDT 2 89040 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 260' per NM to 1000'.
DEPARTURE PROCEDURE: **Rwy 25,** climb runway heading to 1100' before turning.

UPPER SANDUSKY, OH
WYANDOT COUNTY (56D)
ORIG 80150 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

URBANA, OH
GRIMES FIELD (I74)
AMDT 1 10266 (FAA)
NOTE: **Rwy 2,** numerous trees beginning 995' from DER, 6' left of centerline, up to 100' AGL/1152' MSL. Numerous trees beginning from 2106' from DER, 327' right of centerline, up to 100' AGL/1140' MSL. Numerous power poles 1204' from DER, 654' right of centerline, 55' AGL/1125' MSL. **Rwy 20,** numerous trees beginning 5' from DER, 487' left of centerline, up to 100' AGL/1111' MSL. Tank 5459' from DER, 1062' left of centerline, 170' AGL/1195' MSL. Numerous trees beginning 672' from DER, 92' right of centerline, up to 100' AGL/1120' MSL.

VALPARAISO, IN
PORTER COUNTY MUNI (VPZ)
ORIG 08045 (FAA)
NOTE: **Rwy 9,** Tree 51' from departure end of runway, 350' right of centerline, 100' AGL/874' MSL. Tree 1219' from departure end of runway, 775' left of centerline, 57' AGL/807' MSL. **Rwy 18,** Tower and multiple trees beginning 140' from departure end of runway, 157' right of centerline, up to 100' AGL/865' MSL. Trees 143' from departure end of runway, 71' left of centerline, 100' AGL/865' MSL. **Rwy 27,** Multiple trees, 1038' from departure end of runway, 308' left of centerline, up to 68' AGL/828' MSL. Sign, 1847' from departure end of runway, 263' right of centerline, 49' AGL/817' MSL. **Rwy 36,** Trees 105' from departure end of runway, 99' right of centerline, 100' AGL/895' MSL Trees 108' from departure end of runway, 129' left of centerline, 100' AGL/874' MSL.

VAN WERT, OH
VAN WERT COUNTY (VNW)
AMDT 3 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¼ or std. w/ min. climb of 306' per NM to 1100. **Rwys 18, 36,** NA-Environmental.
NOTE: **Rwy 9,** tower 6084' from departure end of runway, 1963' left of centerline, 170' AGL/955' MSL.

VERSAILLES, OH
DARKE COUNTY (VES)
AMDT 2A 10154 (FAA)
NOTE: **Rwy 9,** trees 149' from DER, 353' left of centerline up to 50' AGL/1085' MSL. Tower 320' from DER, 326' left of centerline, 30' AGL/1033' MSL. Vehicle on road, 434' from DER, on centerline, 15' AGL/1019' MSL. **Rwy 27,** vehicle on road, 373' from DER, on centerline, 15' AGL/1019' MSL.

WADSWORTH, OH
WADSWORTH MUNI (3G3)
AMDT 1 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** std. w/ min. climb of 412' per NM to 1700, or 600-2½ with minimum climb of 289' per NM to 1900, or 1100-2½ for climb in visual conditions. **Rwy 10,** std. w/ min. climb of 585' per NM to 1800, or 700-3 with minimum climb of 340' per NM to 1800, or 1100-2½ for climb in visual conditions. **Rwy 20,** 300-1¼ or std. w/ min. climb of 336' per NM to 1300. **Rwy 28,** 400-2½ or std. w/ min. climb of 457' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 2,** for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 10,** for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 28,** climb heading 277° to 1600 before proceeding on course.
NOTE: **Rwy 2,** vehicle on road 23' from departure end of runway, 404' right of centerline, 15' AGL/994' MSL. Powerline 1425' from departure end of runway, left and right of centerline, 40' AGL/1029' MSL. Trees beginning 2947' from departure end of runway, 80' left of centerline, up to 100' AGL/1129' MSL. Trees beginning 4490' from departure end of runway, 119' right of centerline, up to 100' AGL/1249' MSL. **Rwy 10,** trees beginning 2813' from departure end of runway, 245' right of centerline, up to 100' AGL/1289' MSL. Trees beginning 1659' from departure end of runway, 56' left of centerline, up to 100' AGL/1319' MSL. **Rwy 20,** vehicle on road 289' from departure end of runway, left and right of centerline, 15' AGL/994' MSL. Trees beginning 389' from departure end of runway, 194' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 1921' from departure end of runway, 605' right of centerline, up to 100' AGL/1099' MSL. **Rwy 28,** building 249' from departure end of runway, 530' right of centerline, 24' AGL/989' MSL. Trees beginning 169' from departure end of runway, 198' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 3698' from departure end of runway, 9' right of centerline, up to 100' AGL/1299' MSL.

21 OCT 2010 to 18 NOV 2010

WAPAKONETA, OH
NEIL ARMSTRONG (AXV)
AMDT 2 08213(FAA)
NOTE: **Rwy 8,** vehicle on road, 1' from departure end of runway, 403' right of centerline, 15' AGL/926' MSL. Fence 70' from departure end of runway, 222' right of centerline, 6' AGL/919' MSL. Fence 149' from departure end of runway, 270' left of centerline, 8' AGL/921' MSL. Obstruction light on pole, 348' from departure end of runway, 239' left of centerline, 15' AGL/928' MSL. Building, 614' from departure end of runway, 463' left of centerline, 15' AGL/929' MSL. Trees beginning 2385' from departure end of runway, 51' left of centerline, up to 101' AGL/1014' MSL. Trees beginning 2263' from departure end of runway, 268' right of centerline, up to 75' AGL/988' MSL. **Rwy 26,** obstruction light on DME, 401' from departure end of runway, 268' right of centerline, 9' AGL/922' MSL. Trees beginning 496' from departure end of runway, 51' right of centerline, up to 83' AGL/996' MSL. Trees beginning 563' from departure end of runway, 120' left of centerline, up to 72' AGL/985' MSL. Pole 620' from departure end of runway, 332' left of centerline, 25' AGL/938' MSL. Stack, 3021' from departure end of runway, 577' left of centerline, 125' AGL/1035' MSL. Tower, 3265' from departure end of runway, 729' right of centerline, 149' AGL/1050' MSL.

WARSAW, IN
WARSAW MUNI (ASW)
AMDT 2 10266 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¼ or std. w/ min. climb of 242' per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.
NOTE: **Rwy 9,** multiple trees beginning 1369' from DER, 176' left of centerline, up to 68' AGL/908' MSL. Vehicles on road, 185' from DER, 264' left of centerline, 15' AGL/866' MSL. Obstruction light on tower, 5640' from DER, 105' left of centerline, 171' AGL/1020' MSL. Vehicles on road, 182' from DER, 22' right of centerline, 15' AGL/865' MSL. **Rwy 18,** tree 1276' from DER, 298' right of centerline, 65' AGL/905' MSL. **Rwy 27,** tree 1127' from DER, 521' right of centerline, 37' AGL/877' MSL. **Rwy 36,** vehicles on road 505' from DER, on centerline, 15' AGL/864' MSL. Trees beginning 1768' from DER, 32' left of centerline, up to 100' AGL/929' MSL. Tree 1666' from DER, 569' right of centerline, 100' AGL/929' MSL.

WASHINGTON, IN
DAVIESS COUNTY (DCY)
ORIG 84045 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.

WASHINGTON COURT HOUSE, OH
FAYETTE COUNTY (I23)
AMDT 2 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¾ or std. w/ min. climb of 268' per NM to 1400.
NOTE: **Rwy 5,** train on railroad tracks 384' from departure end of runway, 243' right of centerline, 23' AGL/997' MSL. Terrain 81' from departure end of runway, 184' left of centerline, 0' AGL/978' MSL. Silo 8848' from departure end of runway, 772' right of centerline, 238' AGL/1213' MSL. **Rwy 23,** train on railroad tracks 509' from departure end of runway, 257' left of centerline, 23' AGL/1003' MSL.

WAUSEON, OH
FULTON COUNTY (USE)
AMDT 1 83048 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

WAVERLY, OH
PIKE COUNTY (EOP)
ORIG-A 07270 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.
NOTE: **Rwy 7,** building 507' from departure end of runway, 439' right of centerline, 30' AGL/688' MSL. **Rwy 25,** 60' AGL trees 500' from departure end of runway 170' left of centerline.

WEST UNION, OH
ALEXANDER SALAMON (AMT)
AMDT 1 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.
DEPARTURE PROCEDURE: **Rwys 5, 23,** climb straight ahead to 1700 before turning west.

WILLARD, OH
WILLARD (8G1)
AMDT 1 81134 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 1500 before proceeding on course.

WILLOUGHBY, OH
WILLOUGHBY LOST NATION MUNI (LNN)
AMDT 2 06159 (FAA)
DEPARTURE PROCEDURE: **Rwy 10,** climb via heading 099° to 1600 before proceeding on course. **Rwy 23,** climb via heading 233° to 1400 before proceeding on course. **Rwy 28,** climb via heading 279° to 1400 before proceeding on course.
NOTE: **Rwy 5,** tree 1453' from departure end of runway, 725' right of centerline, 100' AGL/724' MSL. Building 509' from departure end of runway, 429' right of centerline, 20' AGL/644' MSL. **Rwy 10,** pole 663' from departure end of runway, 64' right of centerline, 52' AGL/675' MSL. **Rwy 23,** tree 634' from departure end of runway, 561' right of centerline, 100' AGL/724' MSL. Stacks 1.8 NM from departure end of runway, 1 NM right of centerline, 600' AGL/1207' MSL. **Rwy 28,** tree 1336' from departure end ofrunway, 699' left of centerline, 100' AGL/724' MSL, building 1101' from departure end of runway, 337' rightof centerline, 35' AGL/661' MSL, stacks 2.1 NM from departure end of runway, 4444' left of centerline, 600' AGL/1207' MSL.

WILMINGTON, OH

AIRBORNE AIRPARK (ILN)

ORIG 09239 (FAA)

NOTE: **Rwy 4L,** tree 1032' from DER, 644' right of centerline, 35' AGL/1114' MSL. **Rwy 22L,** tree 2437' from DER, 468' left of centerline, 100' AGL/1134' MSL.

CLINTON FIELD (I66)

AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¼ or std. w/ a min. climb of 224' per NM to 1300', or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 3,** multiple trees beginning 76' from departure end of runway, 76' right of centerline, up to 88' AGL/1137' MSL. Multiple trees beginning 279' from departure end of runway, 140' left of centerline, up to 96' AGL/1105' MSL. Water tank 1 NM from departure end of runway, 554' left of centerline, 176' AGL/1205' MSL. **Rwy 21,** multiple trees beginning 187' from departure end of runway, 509' right of centerline, up to 87' AGL/1111' MSL. Multiple trees beginning 243' from departure end of runway, 214' left of centerline, up to 77' AGL/1086' MSL.

WOODSFIELD, OH

MONROE COUNTY (4G5)

AMDT 2 91150 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.

WOOSTER, OH

WAYNE COUNTY (BJJ)

AMDT 1 98169 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1.

WRIGHT-PATTERSON AFB (KFFO)

DAYTON, OH 09295

Rwy 5R, 200-1½*

Rwy 23R, 400-2¾**

Rwy 23L, 400-2¾***

* Or standard with minimum climb of 240ft/NM to 1100'.

** Or standard with minimum climb of 260ft/NM to 1300'.

*** Or standard with minimum climb of 210ft/NM to 1300'.

Rwy 5R, Climb on track 050° until reaching 1100.

TAKE-OFF OBSTACLES: **Rwy 23L:** 43' AGL VORTAC, 850' from DER, 662' right of centerline.

Rwy 5L: Up to 105' AGL tree line beginning 3000' from DER, 700' right of centerline to 5100' from DER, 1300' left of centerline.

YOUNGSTOWN, OH

LANSDOWNE (04G)

AMDT 2 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 20,** 1500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1500 then climbing right turn to 2500 via heading 090° before turning southbound. **Rwy 20,** climb visually over the airport to 2700 or until RADAR contact is established before proceeding south.

YOUNGSTOWN, OH (CON'T)

YOUNGSTOWN ELSER METRO (4G4)

AMDT 1 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¾ or std. w/ min. climb of 237' per NM to 1500. **Rwy 28,** 300-1 or std. w/ a min. climb of 463' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 098° to 2000 before proceeding on course. **Rwy 28,** climb heading 278° to 1700 before turning right.

NOTE: **Rwy 10,** vehicle on road 200' from DER, on centerline, 15' AGL/1104' MSL. Hangar and trees beginning 34' from DER, 203' right of centerline, up to 100' AGL/1189' MSL. Trees and tower beginning 283' from DER, 322' left of centerline, up to 138' AGL/1332' MSL. **Rwy 28,** trees on centerline, beginning 3380' from DER, up to 100' AGL/1209' MSL. Trees beginning at DER, 222' right of centerline, up to 100' AGL/1119' MSL. Trees beginning at DER, 191' left of centerline, up to 100' AGL/1119' MSL.

YOUNGSTOWN-WARREN, OH

YOUNGSTOWN-WARREN RGNL (YNG)

AMDT 4 90207 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1.

ZANESVILLE, OH

ZANESVILLE MUNI (ZZV)

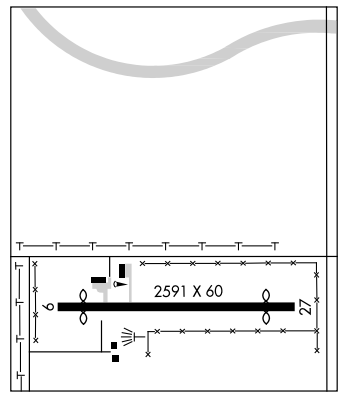
ORIG 03359 (FAA)

NOTE: **Rwy 22,** tree 303' from departure end of runway, 427' left of centerline, 948' MSL. Tree 182' from departure end of runway, 350' right of centerline, 942' MSL. **Rwy 34,** tree 2370' from departure end of runway, 189' left of centerline, 968' MSL. Tree 2309' from departure end of runway, 388' left of centerline, 962' MSL.

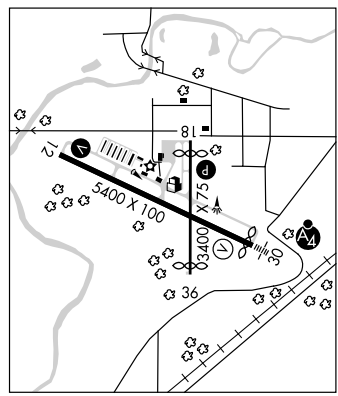
21 OCT 2010 to 18 NOV 2010

AIRPA N39°55.52′ W86°14.28′ NOTAM FILE EYE. ST LOUIS
NDB (LOM) 209 EY 207° 6.2 NM to Eagle Creek Airpark. Unmonitored.

ALEXANDRIA (I99) 3 SE UTC−5(−4DT) N40°13.95′ W85°38.25′ CHICAGO
900 NOTAM FILE HUF L–27E
RWY 09–27: H2591X60 (ASPH) 0.3% up W. IAP
RWY 09: Thld dsplcd 195′. Crops.
RWY 27: Thld dsplcd 277′. Crops.
AIRPORT REMARKS: Attended irregularly. Heavy glider activity on and invof arpt. Rwy 09–27 grass growing through numerous cracks.
COMMUNICATIONS: CTAF/UNICOM 123.05
MUNCIE RCO 122.1R 114.4T (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 120.65
RADIO AIDS TO NAVIGATION: NOTAM FILE MIE.
MUNCIE (L) VOR/DME 114.4 MIE Chan 91 N40°14.24′ W85°23.64′ 272° 11.2 NM to fld. 935/3W.



ANDERSON MUNI–DARLINGTON FLD (AID) 3 E UTC−5(−4DT) N40°06.52′ W85°36.78′ CHICAGO
919 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE AID H–5E, 10F, L–27E
RWY 12–30: H5400X100 (ASPH–GRVD) S–45, D–55, 2D–85 MIRL 0.7% up SE. IAP
RWY 12: REIL. VASI (V4L)—GA 3.0° TCH 46′. Trees.
RWY 30: MALSF. VASI(V4L)—GA 3.0° TCH 47′. Thld dsplcd 88′. Road.
RWY 18–36: H3400X75 (ASPH–GRVD) S–10 MIRL
RWY 18: PAPI(P2L)—GA 3.0° TCH 27′. Thld dsplcd 301′. Tree.
RWY 36: Thld dsplcd 298′. Road.
AIRPORT REMARKS: Attended 1 Oct–31 Mar Mon–Fri 1100–2300Z‡, 1 Apr–30 Sep Mon–Fri 1100–0000Z‡. For arpt attendance after hours phone 765–639–4372 or arpt mgr 765–639–4611. Unattended Easter, Independence Day, Thanksgiving, Christmas and New Year day. Acft departing Rwy 12, Rwy 18, Rwy 36, unable to see each other. Deer on and invof arpt. Rwy 18–36 not avbl to air carrier acft over 30 passenger seats. When twr clsd ACTIVATE MIRL Rwy 18–36 and Rwy 12–30, MALSF Rwy 30, VASI Rwy 12 and PAPI Rwy 18—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.375 (765) 378–1510.
COMMUNICATIONS: CTAF 126.0 **UNICOM** 122.95
MUNCIE RCO 122.1R, 114.4T (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 120.65
TOWER 126.0 (1400–2200Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc Mon–Fri 1400–2200Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIE.
MUNCIE (L) VOR/DME 114.4 MIE Chan 91 N40°14.24′ W85°23.64′ 236° 12.7 NM to fld. 935/3W.
VIDEO NDB (MHW/LOM) 371 AI N40°04.17′ W85°30.64′ 299° 5.3 NM to fld. NOTAM FILE AID. Unmonitored when twr clsd.
ILS 110.1 I–AID Rwy 30. Class IA. LOM VIDEO NDB. LOC/LOM unmonitored when twr clsd.



ANGOLA N41°38.39′ W85°05.22′ NOTAM FILE HUF. CHICAGO
NDB (MHW) 347 ANQ at Tri–State Steuben Co. L–28J

VOR/DME MIE	APP CRS	Rwy Idg	2314
114.4	272°	TDZE	900
Chan 91		Apt Elev	900

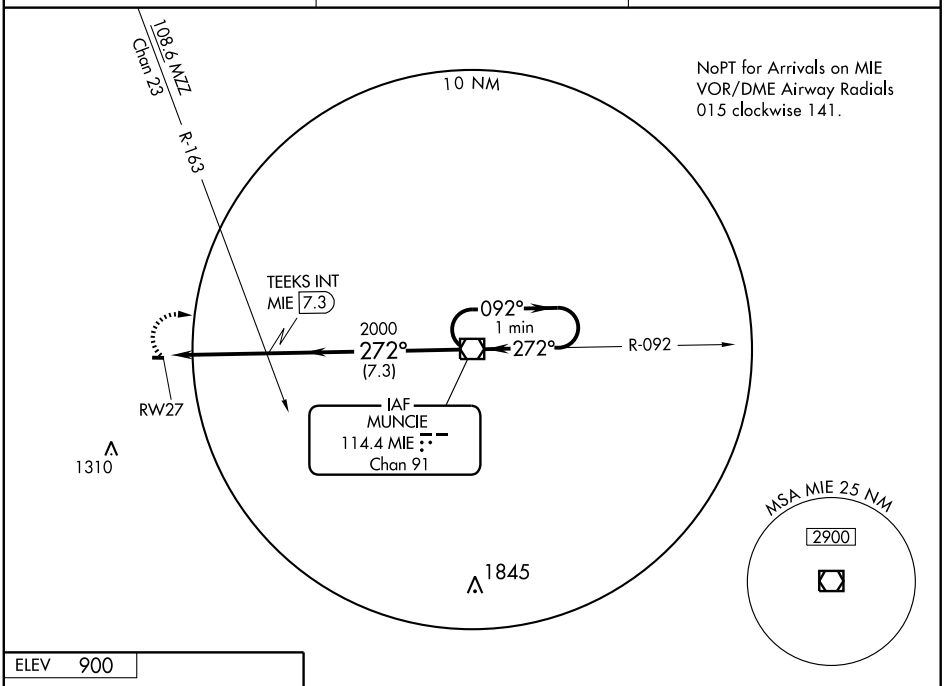
VOR or GPS RWY 27

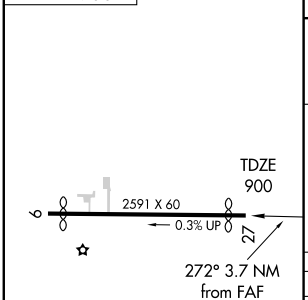
ALEXANDRIA (I99)

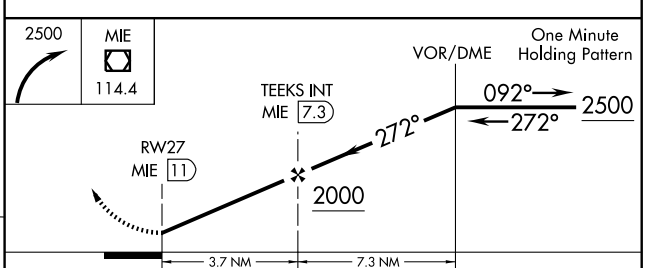
⚠ NA — Use Muncie altimeter setting; when not received, use Indianapolis altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climbing right turn to 2500 direct MIE VOR/DME and hold.

INDIANAPOLIS CENTER	CTAF	UNICOM
120.65 317.8	123.05	123.05







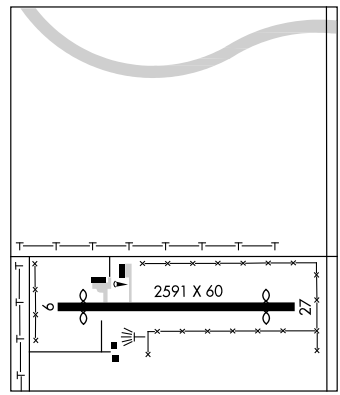
CATEGORY	A	B	C	D
S-27	1320-1	420 (500-1)	NA	
CIRCLING	1340-1 440 (500-1)	1380-1 480 (500-1)	NA	
INDIANAPOLIS ALTIMETER SETTING MINIMUMS				
S-27	1480-1	580 (600-1)	NA	
CIRCLING	1500-1 600 (600-1)	1540-1 640 (700-1)	NA	

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

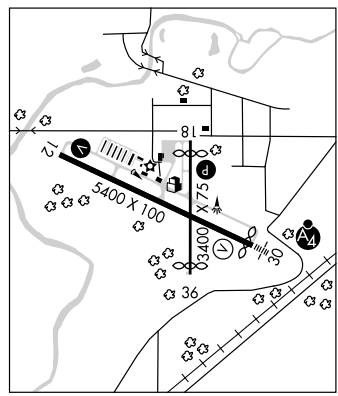
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPA N39°55.52′ W86°14.28′ NOTAM FILE EYE. ST LOUIS
NDB (LOM) 209 EY 207° 6.2 NM to Eagle Creek Airpark. Unmonitored.

ALEXANDRIA (I99) 3 SE UTC−5(−4DT) N40°13.95′ W85°38.25′ CHICAGO
900 NOTAM FILE HUF L–27E
RWY 09–27: H2591X60 (ASPH) 0.3% up W. IAP
RWY 09: Thld dsplcd 195′. Crops.
RWY 27: Thld dsplcd 277′. Crops.
AIRPORT REMARKS: Attended irregularly. Heavy glider activity on and invof arpt. Rwy 09–27 grass growing through numerous cracks.
COMMUNICATIONS: CTAF/UNICOM 123.05
MUNCIE RCO 122.1R 114.4T (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 120.65
RADIO AIDS TO NAVIGATION: NOTAM FILE MIE.
MUNCIE (L) VOR/DME 114.4 MIE Chan 91 N40°14.24′ W85°23.64′ 272° 11.2 NM to fld. 935/3W.



ANDERSON MUNI–DARLINGTON FLD (AID) 3 E UTC−5(−4DT) N40°06.52′ W85°36.78′ CHICAGO
919 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE AID H–5E, 10F, L–27E
RWY 12–30: H5400X100 (ASPH–GRVD) S–45, D–55, 2D–85 MIRL 0.7% up SE. IAP
RWY 12: REIL. VASI (V4L)—GA 3.0° TCH 46′. Trees.
RWY 30: MALSF. VASI(V4L)—GA 3.0° TCH 47′. Thld dsplcd 88′. Road.
RWY 18–36: H3400X75 (ASPH–GRVD) S–10 MIRL
RWY 18: PAPI(P2L)—GA 3.0° TCH 27′. Thld dsplcd 301′. Tree.
RWY 36: Thld dsplcd 298′. Road.
AIRPORT REMARKS: Attended 1 Oct–31 Mar Mon–Fri 1100–2300Z‡, 1 Apr–30 Sep Mon–Fri 1100–0000Z‡. For arpt attendance after hours phone 765–639–4372 or arpt mgr 765–639–4611. Unattended Easter, Independence Day, Thanksgiving, Christmas and New Year day. Acft departing Rwy 12, Rwy 18, Rwy 36, unable to see each other. Deer on and invof arpt. Rwy 18–36 not avbl to air carrier acft over 30 passenger seats. When twr clsd ACTIVATE MIRL Rwy 18–36 and Rwy 12–30, MALSF Rwy 30, VASI Rwy 12 and PAPI Rwy 18—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.375 (765) 378–1510.
COMMUNICATIONS: CTAF 126.0 **UNICOM** 122.95
MUNCIE RCO 122.1R, 114.4T (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 120.65
TOWER 126.0 (1400–2200Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc Mon–Fri 1400–2200Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIE.
MUNCIE (L) VOR/DME 114.4 MIE Chan 91 N40°14.24′ W85°23.64′ 236° 12.7 NM to fld. 935/3W.
VIDEO NDB (MHW/LOM) 371 AI N40°04.17′ W85°30.64′ 299° 5.3 NM to fld. NOTAM FILE AID. Unmonitored when twr clsd.
ILS 110.1 I–AID Rwy 30. Class IA. LOM VIDEO NDB. LOC/LOM unmonitored when twr clsd.



ANGOLA N41°38.39′ W85°05.22′ NOTAM FILE HUF. CHICAGO
NDB (MHW) 347 ANQ at Tri–State Steuben Co. L–28J

LOC I-AID	APP CRS	Rwy Idg	5312
110.1	298°	TDZE	919
		Apt Elev	919

ILS or LOC RWY 30

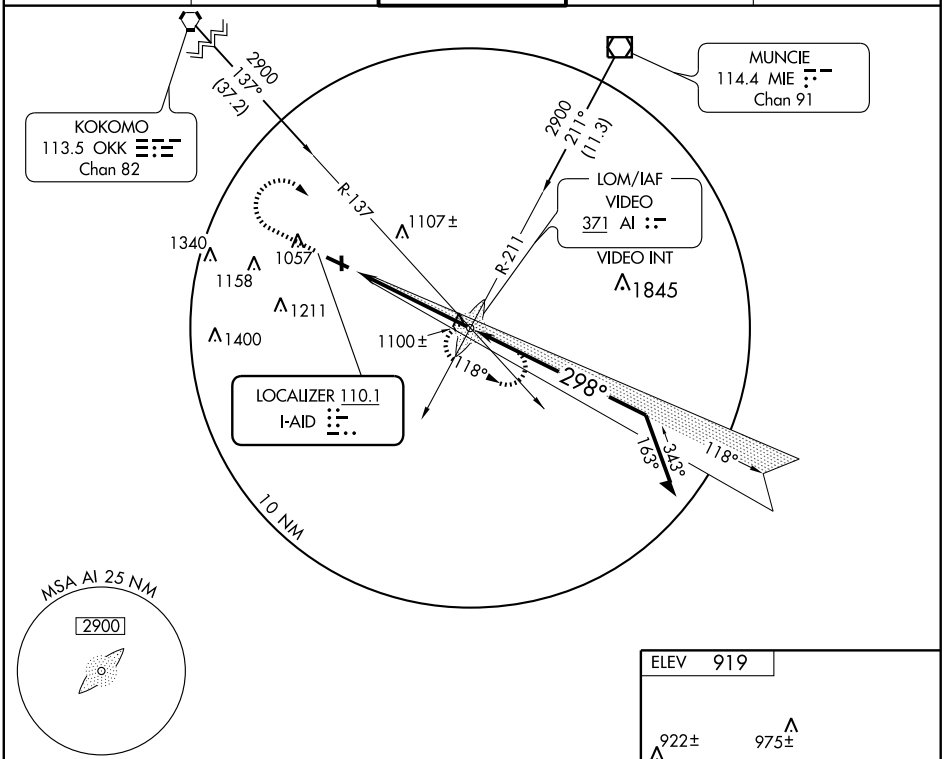
ANDERSON MUNI-DARLINGTON FIELD (AID)

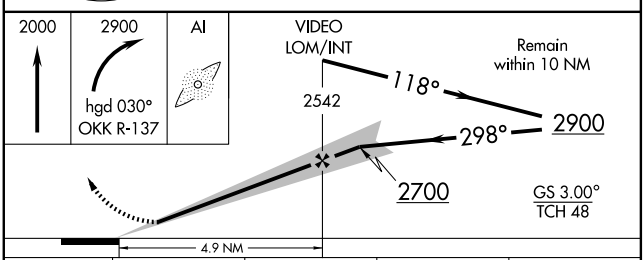
Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all DA 32 feet and all MDA 40 feet.

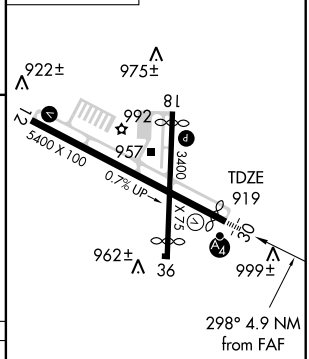
MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 heading 030° and OKK VORTAC R-137 to VIDEO LOM/Int and hold.

AWOS-3	INDIANAPOLIS CENTER	ANDERSON TOWER★	GND CON	UNICOM
118.375	120.65 317.8	126.0 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-ILS 30	1205-1 286 (300-1)			
S-LOC 30	1360-1 441 (500-1)		1360-1¼ 441 (500-1¼)	1360-1½ 441 (500-1½)
CIRCLING	1360-1 441 (500-1)	1400-1 481 (500-1)	1400-1½ 481 (500-1½)	1500-2 581 (600-2)

REIL Rwy 12 L
MIRL Rwys 12-30 and 18-36 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOM AI	APP CRS	Rwy Idg	5312
371	299°	TDZE	919
		Apt Elev	919

NDB RWY 30

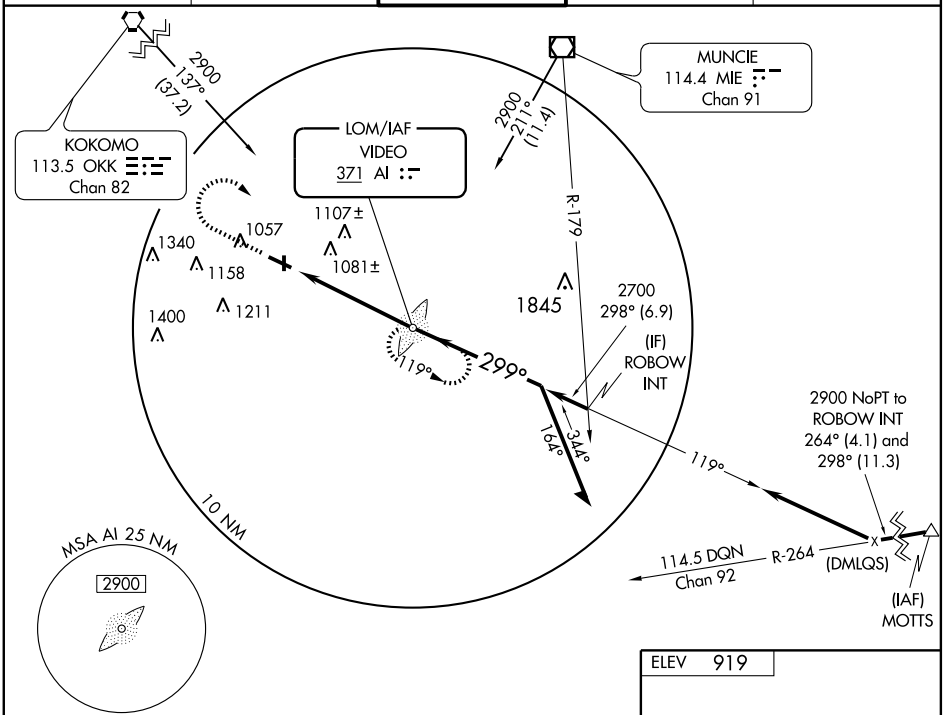
ANDERSON MUNI-DARLINGTON FIELD (AID)

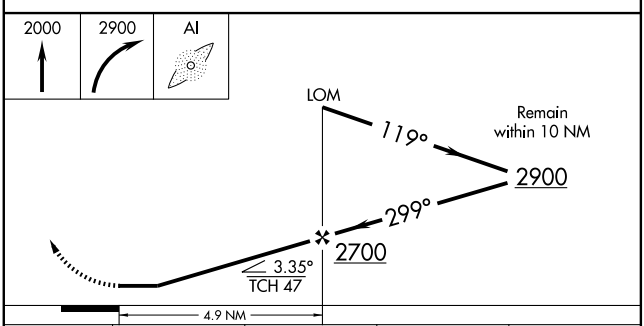
Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all MDA 40 ft, and increase S-30 Cat C/D visibility ¼ mile.

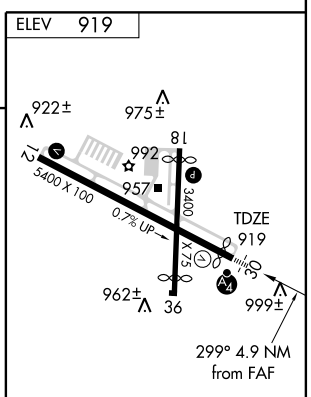
MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 direct VIDEO LOM and hold.

AWOS-3	INDIANAPOLIS CENTER	ANDERSON TOWER★	GND CON	UNICOM
118.375	120.65 317.8	126.0 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-30	1400-1	481 (500-1)	1400-1¼ 481 (500-1¼)	1400-1½ 481 (500-1½)
CIRCLING	1400-1	481 (500-1)	1400-1½ 481 (500-1½)	1500-2 581 (600-2)

REIL Rwy 12 L

MIRL Rwys 12-30 and 18-36 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56415 W30A	APP CRS 298°	Rwy Idg 5312 TDZE 919 Apt Elev 919

RNAV (GPS) RWY 30

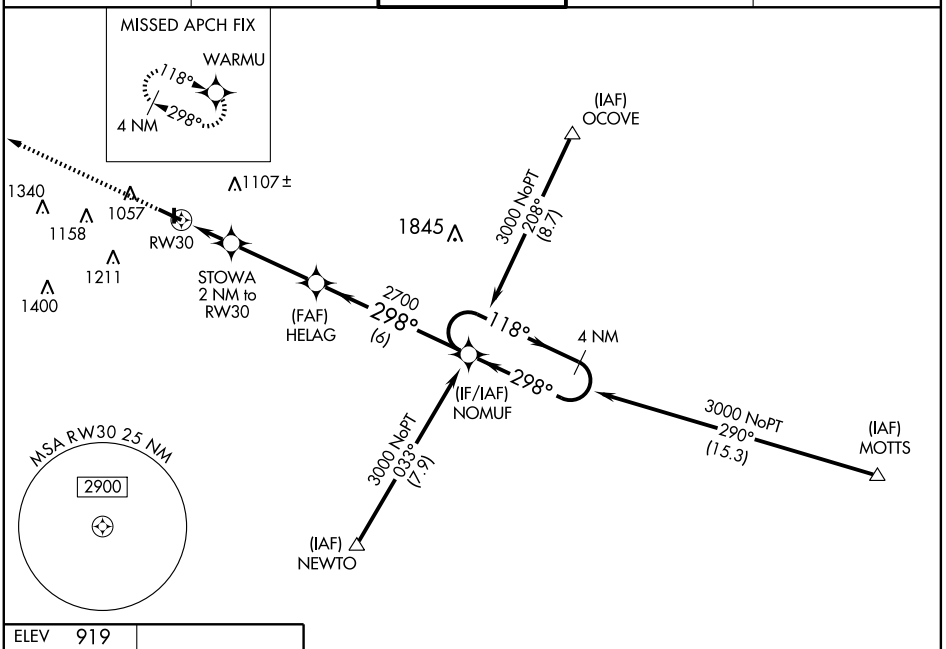
ANDERSON MUNI-DARLINGTON FIELD (AID)

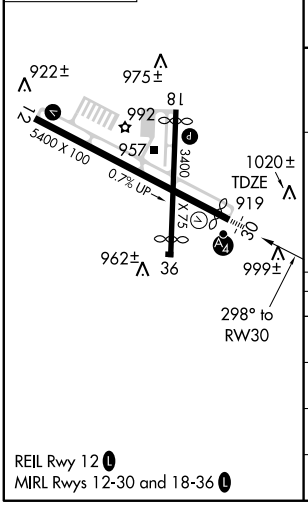
Circling to Rwy 36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all DA 32 feet and all MDA 40 feet, and increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

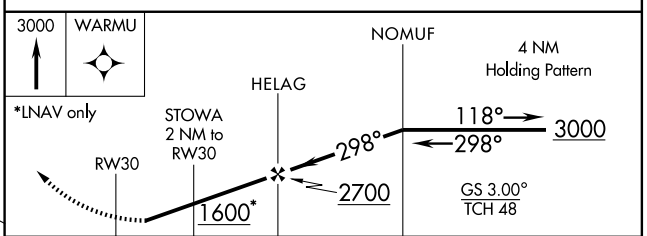
MALSF

MISSED APPROACH: Climb to 3000 direct WARMU and hold.

AWOS-3	INDIANAPOLIS CENTER	ANDERSON TOWER★	GND CON	UNICOM
118.375	120.65 317.8	126.0 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	1234-1 315 (400-1)			
LNAV/VNAV DA	1367-1½ 448 (500-1½)			
LNAV MDA	1280-1 361 (400-1)			1280-1¼ 361 (400-1¼)
CIRCLING	1360-1 441 (500-1)	1400-1 481 (500-1)	1400-1½ 481 (500-1½)	1500-2 581 (600-2)

REIL Rwy 12 L
MIRL Rwys 12-30 and 18-36 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MIE	APP CRS	Rwy Idg	N/A
114.4	235°	TDZE	N/A
Chan 91		Apt Elev	919

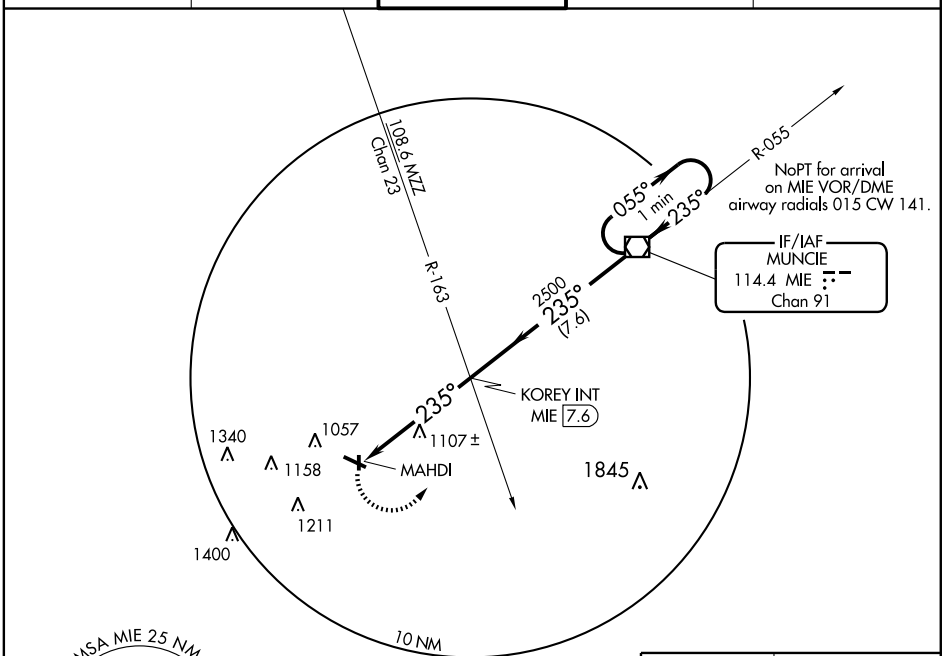
VOR-A

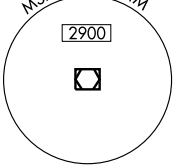
ANDERSON MUNI-DARLINGTON FIELD (AID)

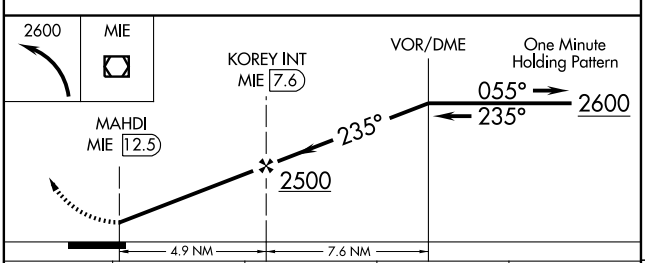
When local altimeter setting not received, use Muncie altimeter setting and increase all MDA 40 feet.

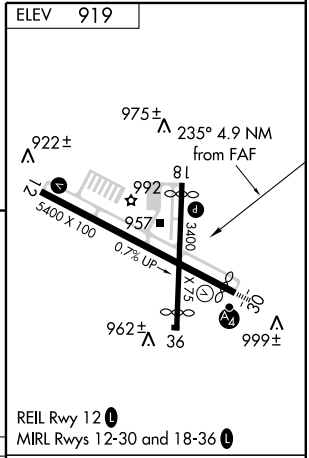
MISSED APPROACH: Climbing left turn to 2600 direct MIE VOR/DME and hold.

AWOS-3	INDIANAPOLIS CENTER	ANDERSON TOWER★	GND CON	UNICOM
118.375	120.65 317.8	126.0 (CTAF) L	121.6	122.95









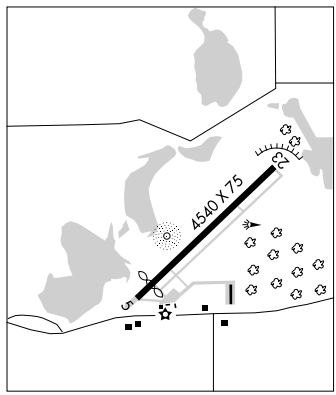
CATEGORY	A	B	C	D
CIRCLING	1420-1	501 (600-1)	1420-1½ 501 (600-1½)	1500-2 581 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ANGOLA

TRI–STATE STEUBEN CO (ANQ) 3 W UTC−5(−4DT) N41°38.38′ W85°05.01′ CHICAGO
995 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF L–28J
RWY 05–23: H4540X75 (ASPH) S–4 MIRL IAP
RWY 05: REIL. Thld dsplcd 540′. Bldg. **RWY 23:** REIL. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–4540 TODA–4540 ASDA–4540 LDA–4000
RWY 23: TORA–4000 TODA–4000 ASDA–4000 LDA–4000
AIRPORT REMARKS: Attended 1300–2200Z‡. Arpt unattended Thanksgiving, Christmas and New Years Day. Parachute Jumping. Birds on and invof arpt. Be alert for deer SS–SR. MIRL Rwy 05–23 preset low ints dusk–0500Z‡; to increase ints and ACTIVATE REIL Rwys 05 and Rwy 23—CTAF. After 0500Z‡ ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.175 (260) 668–5630.
COMMUNICATIONS: CTAF/UNICOM 123.075
LITCHFIELD RCO 122.1R 111.2T (LANSING RADIO)
Ⓡ **FORT WAYNE APP/DEP CON** 132.15 (SE/NE of active rwy) 127.2 (SW/NW of active rwy)
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
LITCHFIELD (L) VOR/DME 111.2 LFD Chan 49 N42°03.75′ W84°45.91′ 214° 29.1 NM to fld. 1040/5W.
ANGOLA NDB (MHW) 347 ANQ N41°38.39′ W85°05.22′ at fld. NOTAM FILE HUF.
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Fort Wayne rwy usage.

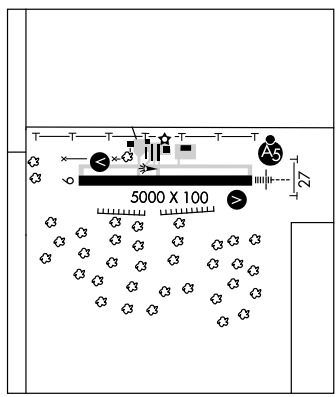


ARENS FLD (See WINAMAC)

AUBON N41°18.50′ W84°56.66′ NOTAM FILE FWA. CHICAGO
NDB (LOM) 227 GW 254° 5.4 NM to DeKalb Co.

AUBURN

DE KALB CO (GWB) 3 S UTC−5(−4DT) N41°18.43′ W85°03.86′ CHICAGO
880 B S2 **FUEL** 100LL, JET A OX 1 NOTAM FILE HUF H–5E, 10F, L–28J
RWY 09–27: H5000X100 (ASPH–GRVD) MIRL IAP
RWY 09: REIL. VASI(V2L)—GA 3.0° TCH 42′.
RWY 27: MALSR. REIL. VASI(V2L)—GA 3.0° TCH 41′. P–line.
AIRPORT REMARKS: Attended Mon–Fri 1200–2300Z‡, Sat–Sun 1400–2100Z‡. For arpt attendant after hrs phone 260–927–1845. MIRL Rwy 09–27 preset low ints dusk–dawn, to increase ints and ACTIVATE VASI Rwy 09 and Rwy 27 and MALSR Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.15 (260) 925–8225.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **FORT WAYNE APP/DEP CON** 132.15 (SE/NE of active rwy) 127.2 (SW/NW of active rwy) **CLNC DEL** 126.6
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 016° 20.5 NM to fld. 793/0E.
WEBSTER LAKE (L) VORW 110.4 OLK N41°14.82′ W85°29.84′ 082° 19.9 NM to fld. NOTAM FILE HUF.
AUBON NDB (LOM) 227 GW N41°18.50′ W84°56.65′ 274° 5.4 NM to fld.
ILS/DME 108.75 I–GWB Chan 24(Y) Rwy 27. LOM AUBON NDB.
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Fort Wayne rwy usage.



BALLL N40°10.85′ W85°19.26′ NOTAM FILE MIE. ST. LOUIS
NDB (LOM) 365 JN 320° 5.0 NM to Delaware Co Rgnl.

BEDFORD N38°50.38′ W86°26.18′ NOTAM FILE HUF. ST. LOUIS
NDB (MHW) 344 BFR at Virgil I. Grissom Muni. L–27D

NDB ANQ	APP CRS	Rwy Idg	4000
347	044°	TDZE	990
		Apt Elev	995

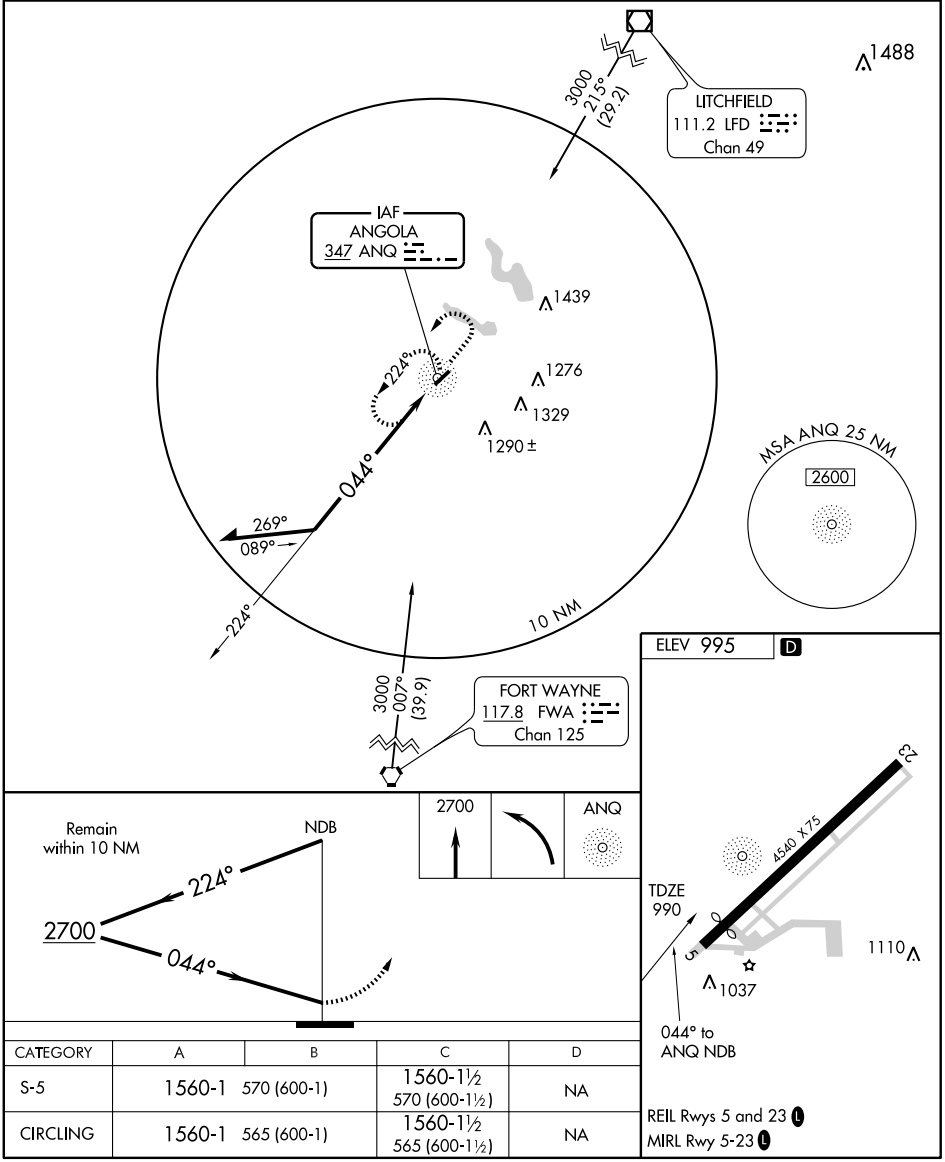
NDB RWY 5

ANGOLA/ TRI-STATE STEUBEN COUNTY (ANQ)

NA

MISSED APPROACH: Climb to 2700 then left turn direct ANQ NDB and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
118.175	127.2 284.6 (SW/NW) 132.15 284.6 (SE/NE)	123.075 (CTAF) L



CATEGORY	A	B	C	D
S-5	1560-1	570 (600-1)	1560-1½ 570 (600-1½)	NA
CIRCLING	1560-1	565 (600-1)	1560-1½ 565 (600-1½)	NA

REIL Rwys 5 and 23 L

MIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 5

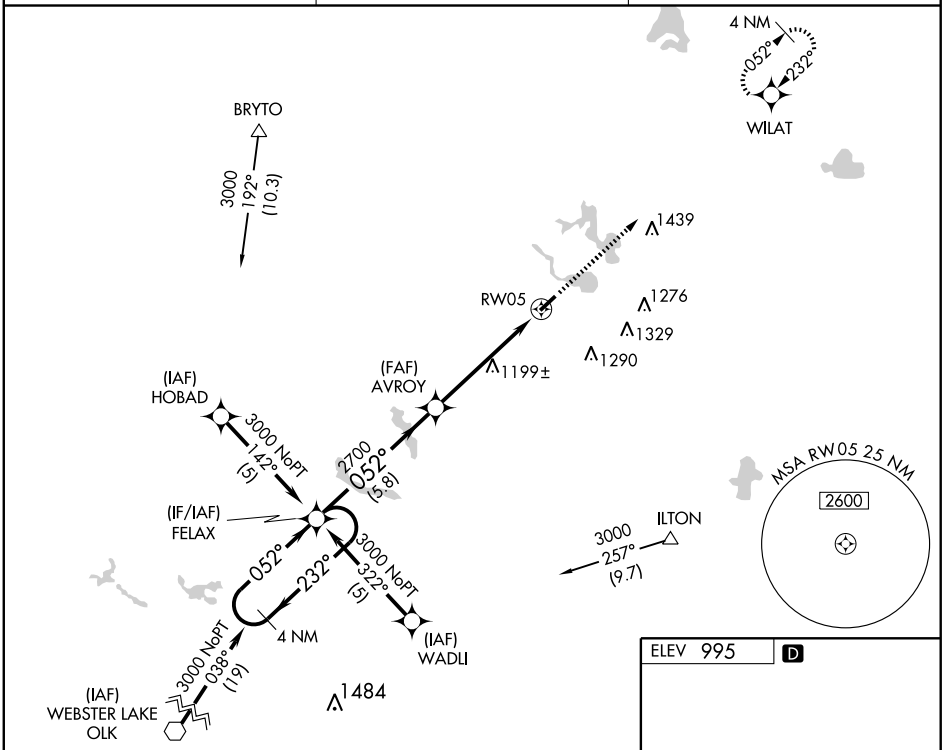
ANGOLA/ TRI-STATE STEUBEN COUNTY (ANQ)

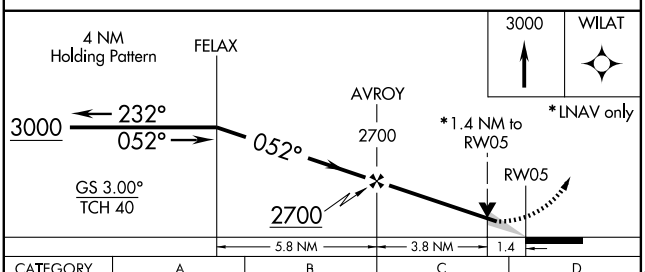
APP CRS	Rwy Idg	4000
052°	TDZE	991
	Apt Elev	995

⚠ NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

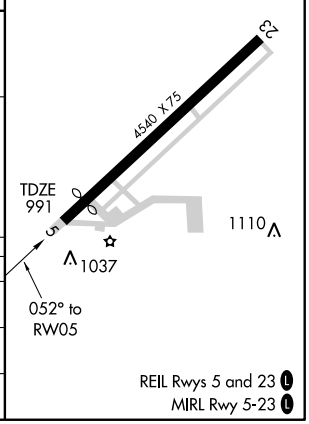
MISSED APPROACH: Climb to 3000 direct WILAT and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
118.175	127.2 284.6 (SW/NW) 132.15 284.6 (SE/NE)	123.075 (CTAF) L





CATEGORY	A	B	C	D
LNAV/VNAV DA	1400-1½ 409 (500-1½)			NA
LNAV MDA	1460-1 469 (500-1)			NA
CIRCLING	1520-1 525 (600-1)		1520-1½ 525 (600-1½)	NA



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

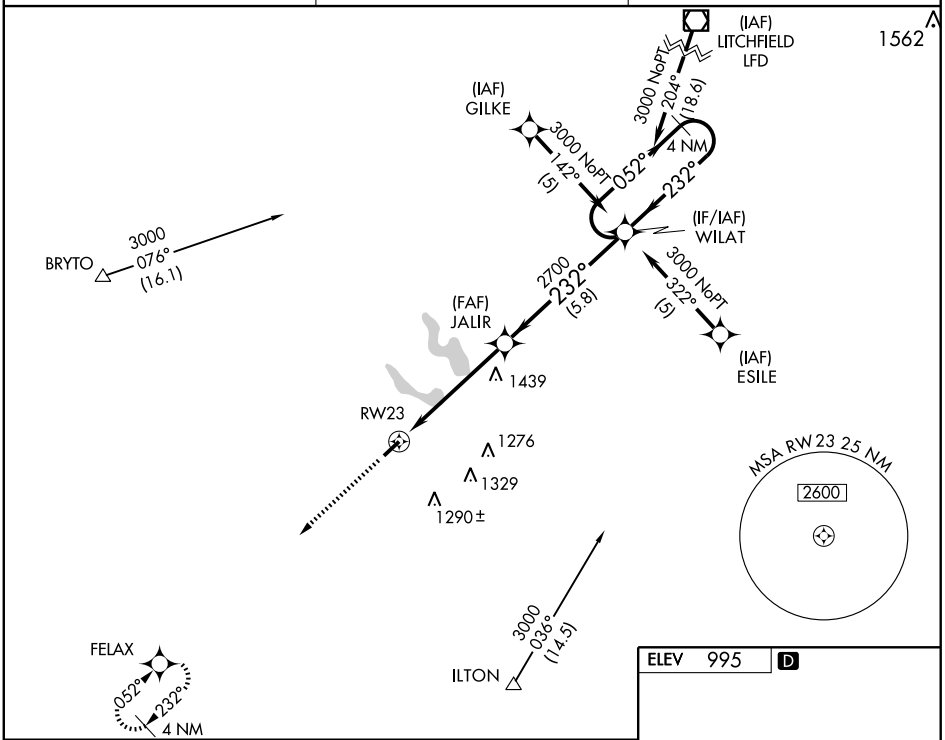
ANGOLA/ TRI-STATE STEUBEN COUNTY (ANQ)

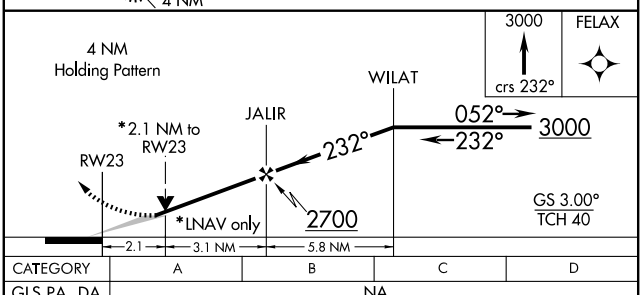
APP CRS		
232°	Rwy Idg	4000
	TDZE	995
	Apt Elev	995

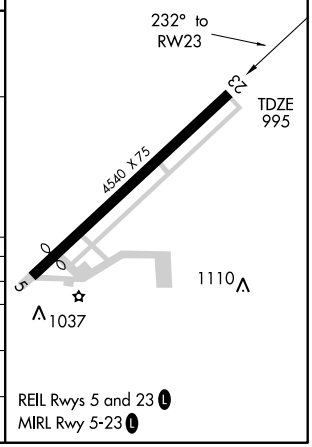
NA — BARO-VNAV NA below -17°C (1°F). GPS or RNP-0.3 required. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3000 via 232° course to FELAX WP and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
118.175	127.2 284.6 (SW/NW) 132.15 284.6 (SE/NE)	123.075 (CTAF) L





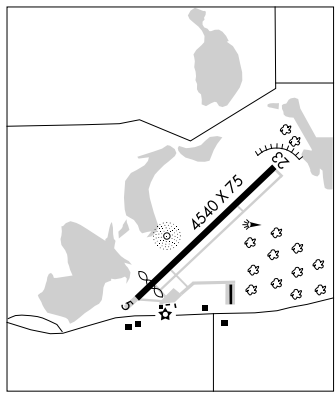


CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1460 - 1¾ 465 (500-1¾)			NA
LNAV MDA	1700 - 1 705 (800-1)		1700 - 2 705 (800-2)	NA
CIRCLING	1700 - 1¾ 705 (800-1¾)		1700 - 2 705 (800-2)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ANGOLA

TRI–STATE STEUBEN CO (ANQ) 3 W UTC−5(−4DT) N41°38.38′ W85°05.01′ CHICAGO
995 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF L–28J
RWY 05–23: H4540X75 (ASPH) S–4 MIRL IAP
RWY 05: REIL. Thld dsplcd 540′. Bldg. **RWY 23:** REIL. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–4540 TODA–4540 ASDA–4540 LDA–4000
RWY 23: TORA–4000 TODA–4000 ASDA–4000 LDA–4000
AIRPORT REMARKS: Attended 1300–2200Z‡. Arpt unattended Thanksgiving, Christmas and New Years Day. Parachute Jumping. Birds on and invof arpt. Be alert for deer SS–SR. MIRL Rwy 05–23 preset low ints dusk–0500Z‡; to increase ints and ACTIVATE REIL Rwys 05 and Rwy 23—CTAF. After 0500Z‡ ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.175 (260) 668–5630.
COMMUNICATIONS: CTAF/UNICOM 123.075
LITCHFIELD RCO 122.1R 111.2T (LANSING RADIO)
Ⓡ **FORT WAYNE APP/DEP CON** 132.15 (SE/NE of active rwy) 127.2 (SW/NW of active rwy)
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
LITCHFIELD (L) VOR/DME 111.2 LFD Chan 49 N42°03.75′ W84°45.91′ 214° 29.1 NM to fld. 1040/5W.
ANGOLA NDB (MHW) 347 ANQ N41°38.39′ W85°05.22′ at fld. NOTAM FILE HUF.
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Fort Wayne rwy usage.

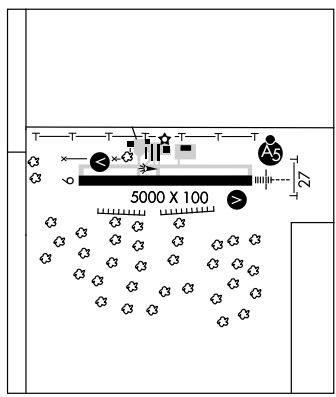


ARENS FLD (See WINAMAC)

AUBON N41°18.50′ W84°56.66′ NOTAM FILE FWA. CHICAGO
NDB (LOM) 227 GW 254° 5.4 NM to DeKalb Co.

AUBURN

DE KALB CO (GWB) 3 S UTC−5(−4DT) N41°18.43′ W85°03.86′ CHICAGO
880 B S2 **FUEL** 100LL, JET A OX 1 NOTAM FILE HUF H–5E, 10F, L–28J
RWY 09–27: H5000X100 (ASPH–GRVD) MIRL IAP
RWY 09: REIL. VASI(V2L)—GA 3.0° TCH 42′.
RWY 27: MALSR. REIL. VASI(V2L)—GA 3.0° TCH 41′. P–line.
AIRPORT REMARKS: Attended Mon–Fri 1200–2300Z‡, Sat–Sun 1400–2100Z‡. For arpt attendant after hrs phone 260–927–1845. MIRL Rwy 09–27 preset low ints dusk–dawn, to increase ints and ACTIVATE VASI Rwy 09 and Rwy 27 and MALSR Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.15 (260) 925–8225.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **FORT WAYNE APP/DEP CON** 132.15 (SE/NE of active rwy) 127.2 (SW/NW of active rwy) **CLNC DEL** 126.6
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 016° 20.5 NM to fld. 793/0E.
WEBSTER LAKE (L) VORW 110.4 OLK N41°14.82′ W85°29.84′ 082° 19.9 NM to fld. NOTAM FILE HUF.
AUBON NDB (LOM) 227 GW N41°18.50′ W84°56.65′ 274° 5.4 NM to fld.
ILS/DME 108.75 I–GWB Chan 24(Y) Rwy 27. LOM AUBON NDB.
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Fort Wayne rwy usage.



BALLL N40°10.85′ W85°19.26′ NOTAM FILE MIE. ST. LOUIS
NDB (LOM) 365 JN 320° 5.0 NM to Delaware Co Rgnl.

BEDFORD N38°50.38′ W86°26.18′ NOTAM FILE HUF. ST. LOUIS
NDB (MHW) 344 BFR at Virgil I. Grissom Muni. L–27D

ILS or LOC RWY 27

AUBURN / DE KALB COUNTY (GWB)

LOC/DME I-GWB	APP CRS	Rwy Idg	5000
108.75	274°	TDZE	880
Chan 24 (Y)		Apt Elev	880

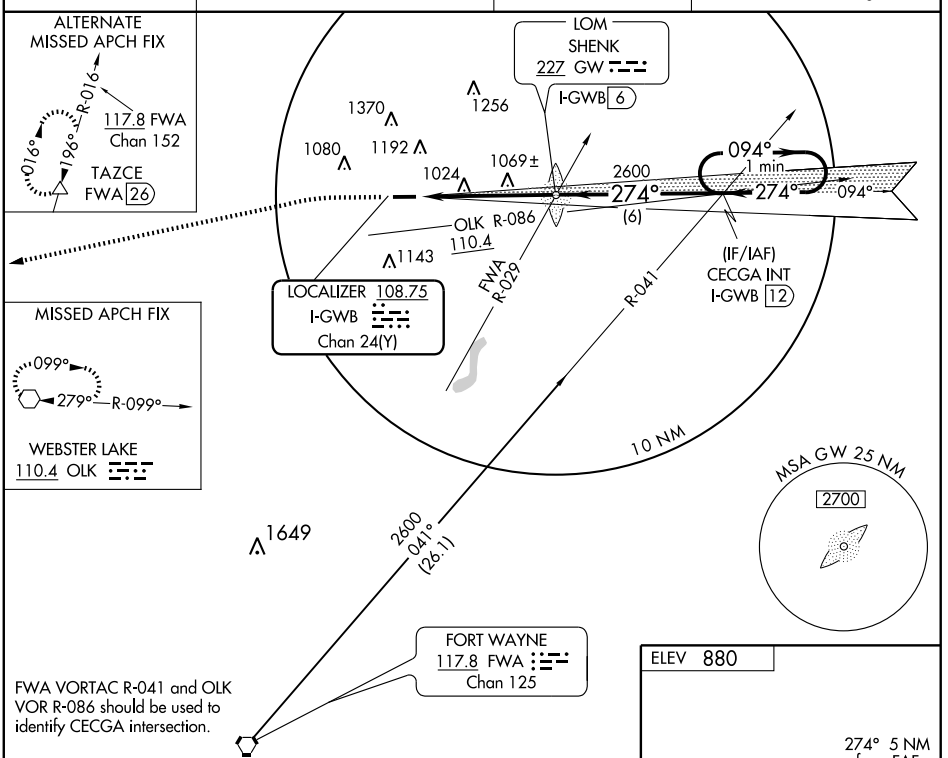
When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DA/MDA 60 feet. VDP NA when using Fort Wayne Intl altimeter setting. For inoperative MALSR, when using Fort Wayne Intl altimeter setting increase S-ILS 27 all Cats visibility to 1 mile.

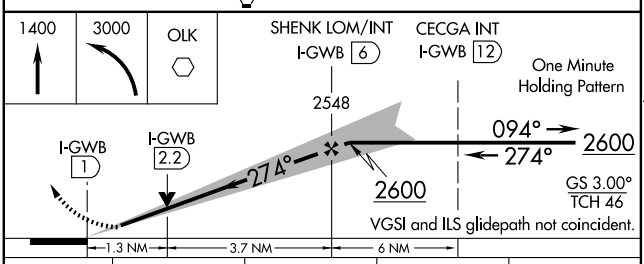
NA

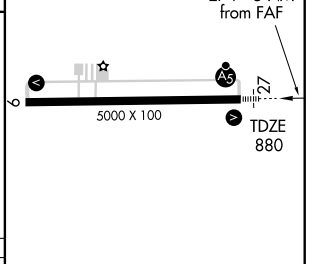
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct OLK VOR and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 27	1080-½ 200 (200-½)			
S-LOC 27	1320-½ 440 (500-½)		1320-¾ 440 (500-¾)	1320-1 440 (500-1)
CIRCLING	1320-1 440 (500-1)	1340-1 460 (500-1)	1560-2 680 (700-2)	1560-2¼ 680 (700-2¼)

REIL Rwys 9 and 27
MIRL Rwy 9-27 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 40201 W09A	APP CRS 094°	Rwy ldg 5000 TDZE 880 Apt Elev 880

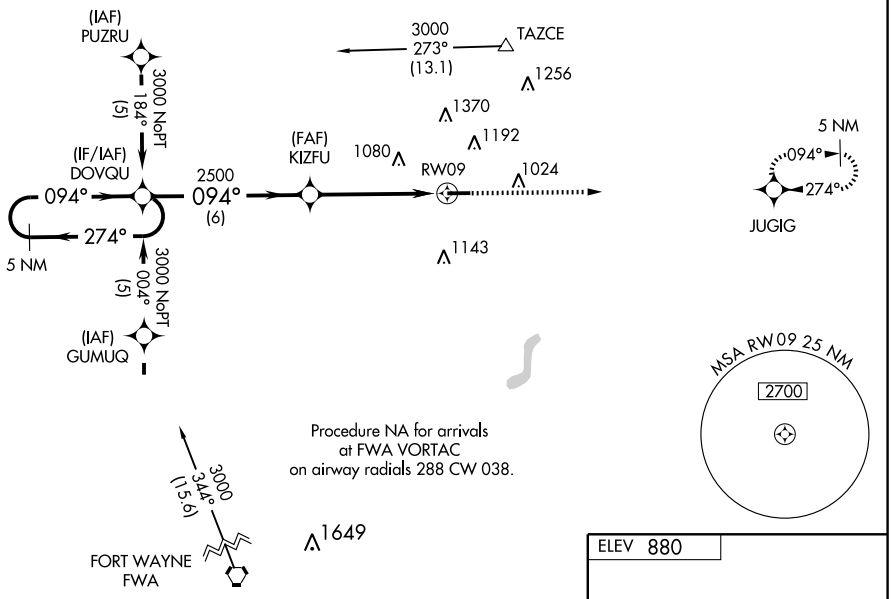
RNAV (GPS) RWY 9

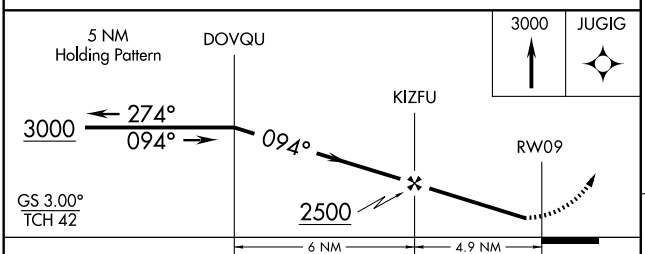
AUBURN / DE KALB COUNTY (GWB)

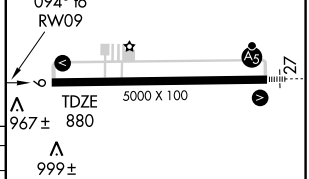
▼ ▲ NA — If local altimeter setting ot received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Fort Wayne Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Visibility reductions by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct JUGIG and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1182-1 302 (400-1)			
LNAV/VNAV DA	1237-1¼ 357 (400-1¼)			
LNAV MDA	1220-1 340 (400-1)			
CIRCLING	1280-1 400 (400-1)	1340-1 460 (500-1)	1560-2 680 (700-2)	1560-2¼ 680 (700-2¼)

REIL Rwys 9 and 27
MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5000
CH 86401	274°	TDZE 880
W27A		Apt Elev 880

RNAV (GPS) RWY 27

AUBURN / DE KALB COUNTY (GWB)

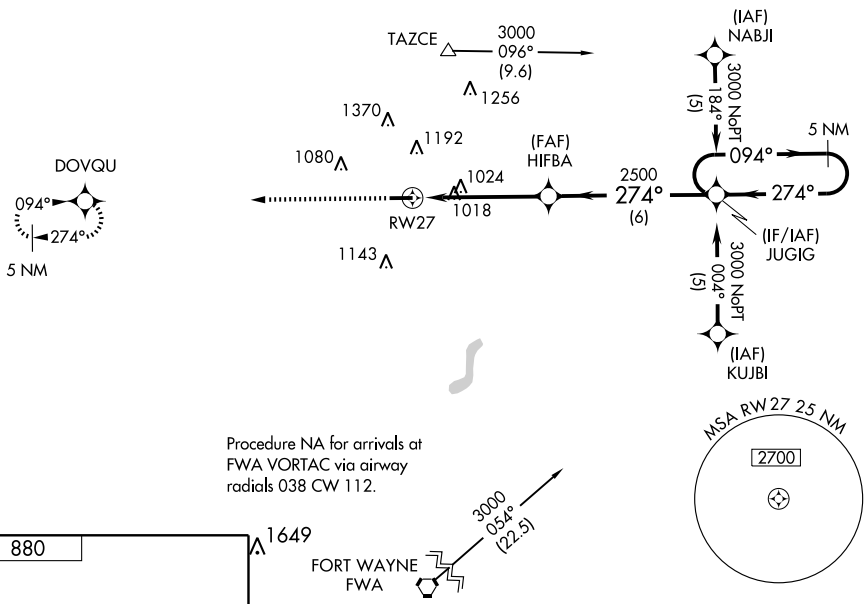
NA

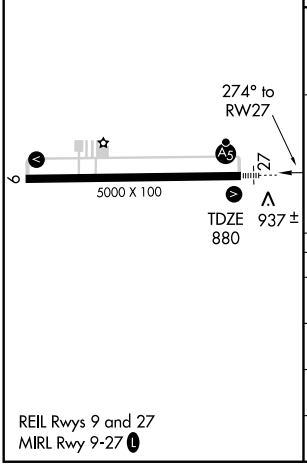
If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase LPV DA 60 feet, LNAV/VNAV DA 180 feet, and all MDAs 60 feet. VDP and Baro-VNAV NA when using Fort Wayne Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LNAV Cats A, B and C visibility to 1, and Cat D visibiltiy to 1¼. Inoperative table does not apply to LPV. DME/DME RNP-0.3 NA.

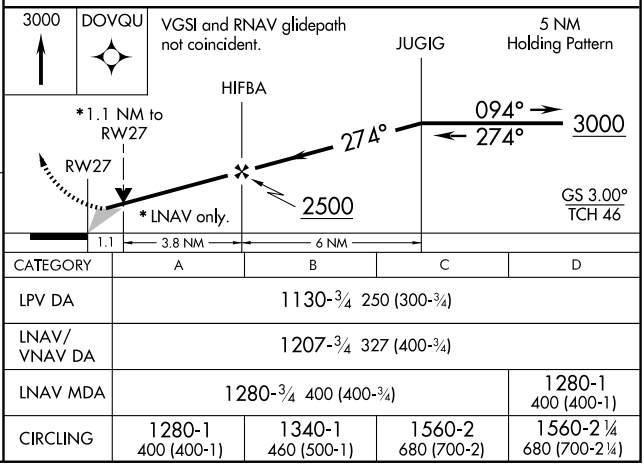
MALSR

MISSED APPROACH: Climb to 3000 direct DOVQU and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1130-¾ 250 (300-¾)			
LNAV/ VNAV DA	1207-¾ 327 (400-¾)			
LNAV MDA	1280-¾ 400 (400-¾)			1280-1 400 (400-1)
CIRCLING	1280-1 400 (400-1)	1340-1 460 (500-1)	1560-2 680 (700-2)	1560-2 ¼ 680 (700-2 ¼)

REIL Rwys 9 and 27
MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FWA	APP CRS	Rwy Idg	N/A
117.8	016°	TDZE	N/A
Chan 125		Apt Elev	880

VOR or GPS-A

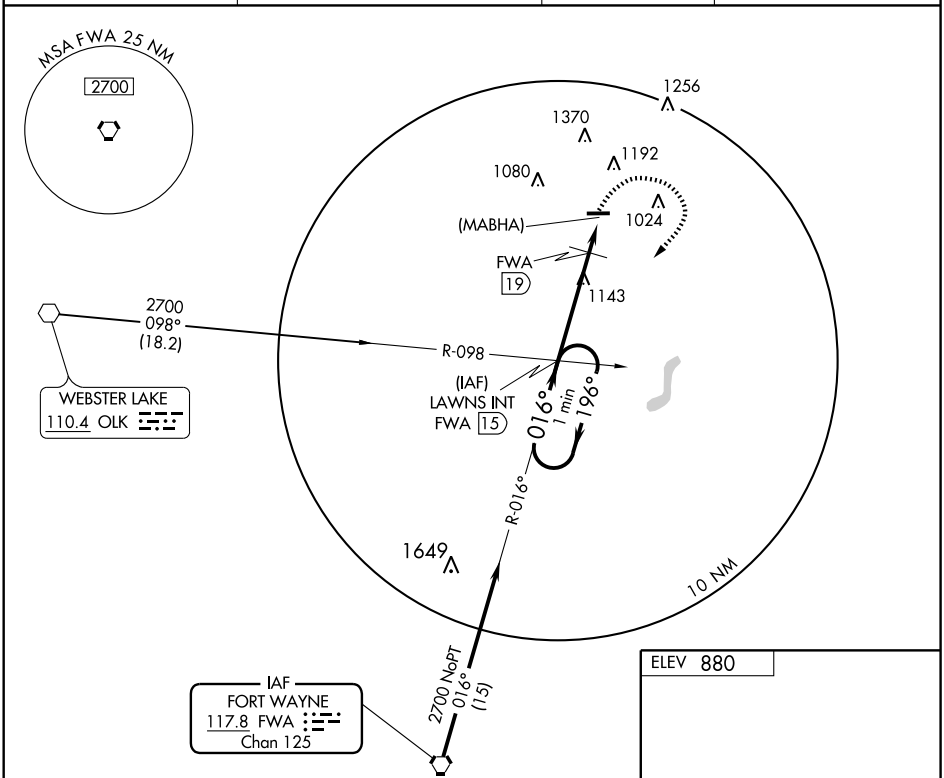
AUBURN / DE KALB COUNTY (GWB)

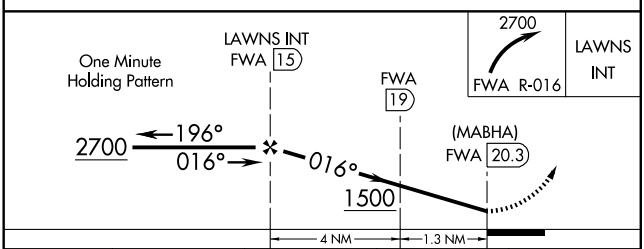
NA

Use Fort Wayne altimeter setting.

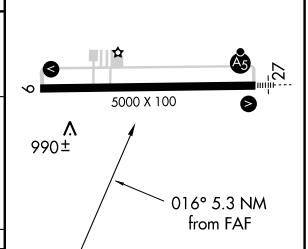
MISSED APPROACH: Climbing right turn to 2700 via FWA R-016 to LAWNS Int and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1500-1 620 (700-1)	1500-1¼ 620 (700-1¼)	1600-2 720 (800-2)	1600-2¼ 720 (800-2¼)
DME MINIMUMS				
CIRCLING	1360-1 480 (500-1)	1380-1¼ 500 (500-1¼)	1600-2 720 (800-2)	1600-2¼ 720 (800-2¼)



FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR OLK 110.4	APP CRS 082°	Rwy Idg 5000 TDZE 880 Apt Elev 880

VOR RWY 9

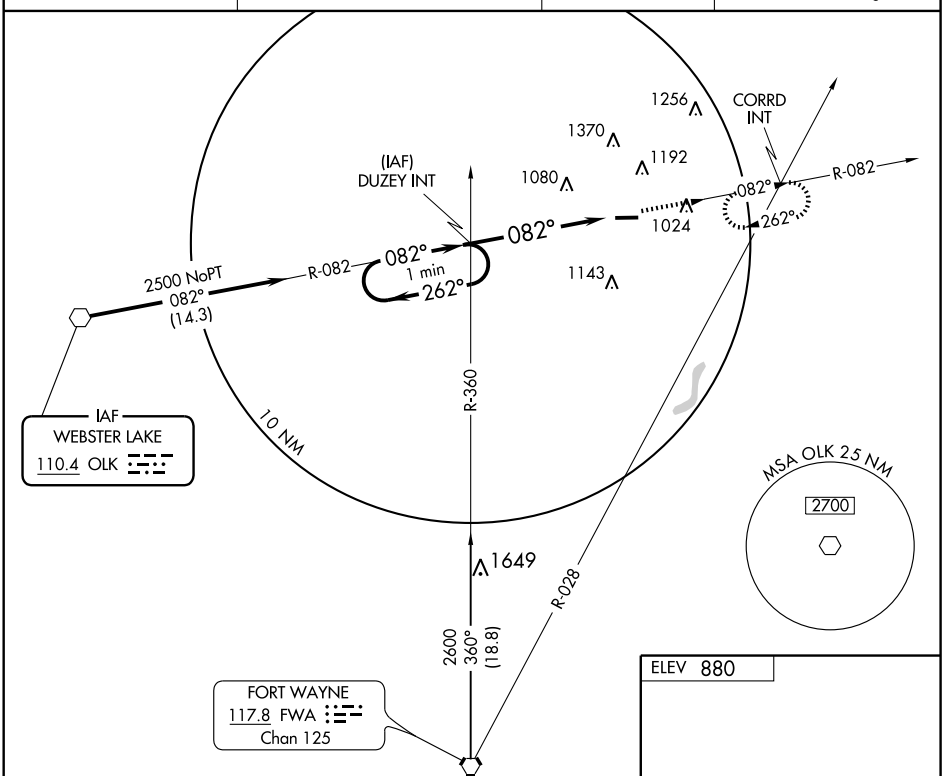
AUBURN / DE KALB COUNTY (GWB)

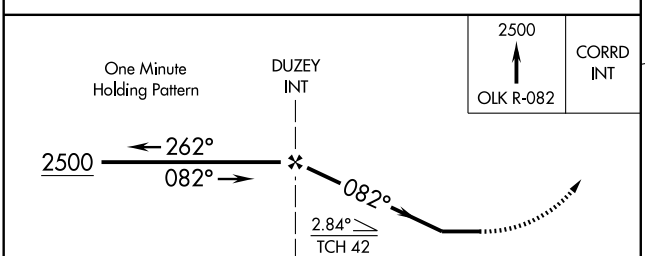
NA

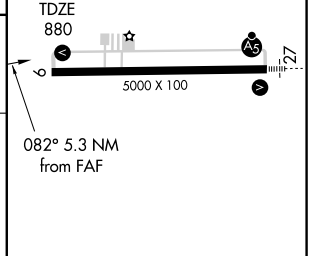
Use Fort Wayne altimeter setting.

MISSED APPROACH: Climb to 2500 via OLK R-082 to CORRD Int and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF)







CATEGORY	A	B	C	D
S-9	1420-1 540 (600-1)		1420-1½ 540 (600-1½)	1420-1¾ 540 (600-1¾)
CIRCLING	1420-1 540 (600-1)		1600-2 720 (800-2)	1600-2¼ 720 (800-2¼)

REIL Rwys 9 and 27
MIRL Rwy 9-27

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

BEDFORD

VIRGIL I GRISSOM MUNI (BFR) 3 SE UTC−5(−4DT) N38°50.40′ W86°26.72′

ST. LOUIS
L–27D
IAP

727 B S4 **FUEL** 100LL, JET A TPA—1528(799) NOTAM FILE HUF

RWY 13–31: H4501X100 (ASPH) S–25, D–30 MIRL

RWY 13: REIL. Trees.

RWY 31: REIL. VASI(V2L)—GA 3.0° TCH 31′. Tree.

RWY 06–24: H3089X70 (ASPH) S–4 0.3% up NE

RWY 06: Thld dsplcd 155′. Road. **RWY 24:** Trees.

AIRPORT REMARKS: Attended 1300–0000Z‡. Arpt CLOSED Christmas Day. CAUTION: Line of sight restrictions to visibility. Deer on and invof arpt. MIRL Rwy 13–31 preset low ints; to increase ints and ACTIVATE REIL Rwy 13–31—122.8.

WEATHER DATA SOURCES: AWOS–3 119.125 (812) 275–8306.

COMMUNICATIONS: CTAF/UNICOM 122.8

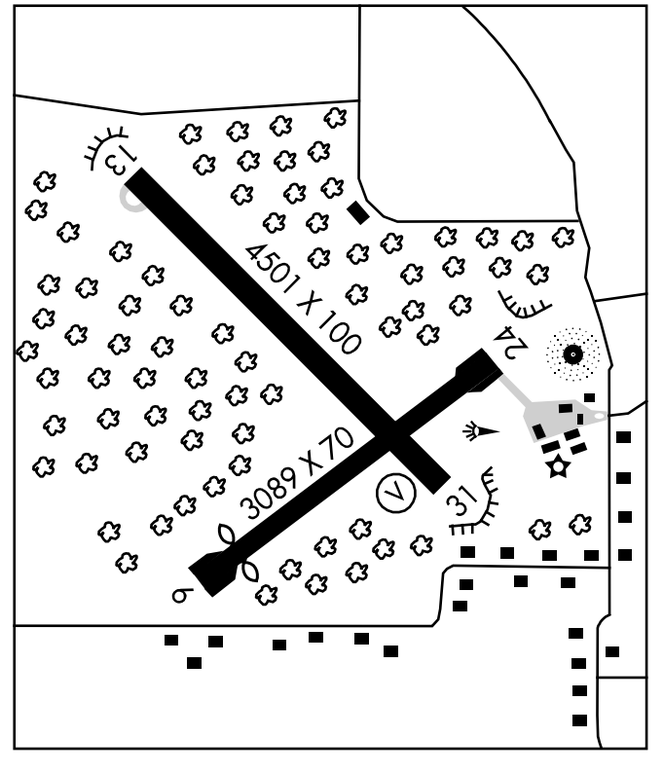
HOOSIER RCO 122.1R 110.2T (TERRE HAUTE RADIO)

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.775

RADIO AIDS TO NAVIGATION: NOTAM FILE BMG.

HOOSIER (L) VORTAC 110.2 OOM Chan 39 N39°08.63′ W86°36.78′ 159° 19.8 NM to fld. 845/2W.

BEDFORD NDB (MHW) 344 BFR N38°50.38′ W86°26.18′ at fld. NOTAM FILE HUF.



BLOOMFIELD

SHAWNEE FLD (1I3) 3 W UTC−5(−4DT) N39°02.67′ W87°00.33′

ST. LOUIS

501 S2 NOTAM FILE HUF

RWY 18–36: 2160X150 (TURF) EDGE LGTS (NSTD)

RWY 36: Building.

AIRPORT REMARKS: Attended on call. For arpt attendant call 812–384–3903. Birds on and invof rwy. Ultralights on and invof arpt. Rwy 18–36 has a minus 4′ slope on E side; N of Rwy 18 thld. Powerplant repairs part–time. Rwy 18–36 NSTD rwy lgts, pvc pipe with glass jars. ACTIVATE NSTD edge lgts Rwy 18–36—CTAF.

COMMUNICATIONS: CTAF 122.9

BLOOMINGTON

LAKE MONROE SPB (Ø7I) 7 SE UTC−5(−4DT) N39°03.68′ W86°26.77′

ST LOUIS

538 NOTAM FILE HUF

WATERWAY SW–NE: 15000X4000 (WATER)

SEAPLANE REMARKS: Unattended. Low altitude hi–speed military training activity over or near reservoir – ctc HUF FSS for information. Seaplane ops prohibited between SS to SR. Lake use permit required. Call 812–837–9546.

COMMUNICATIONS: CTAF 122.9

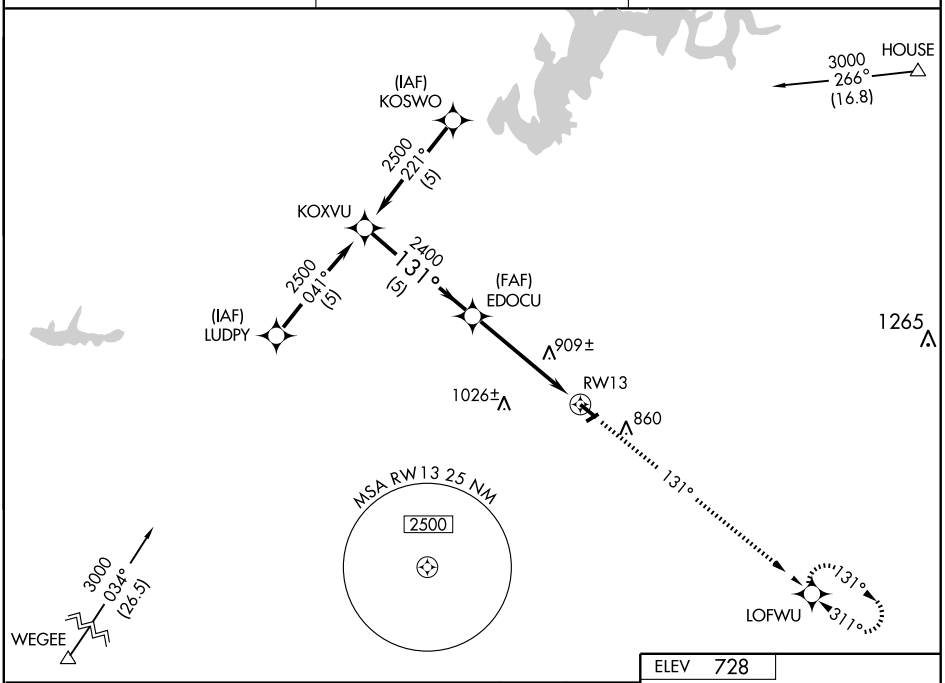
APP CRS	Rwy Idg	4501
131°	TDZE	721
	Apt Elev	728

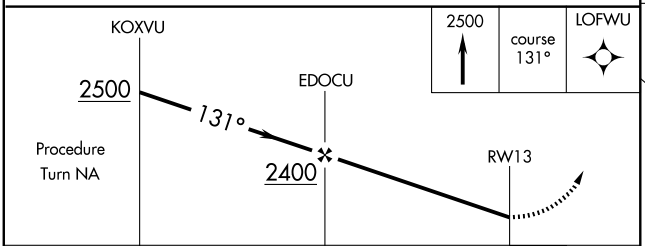
GPS RWY 13

BEDFORD/ VIRGIL I. GRISSOM MUNI (BFR)

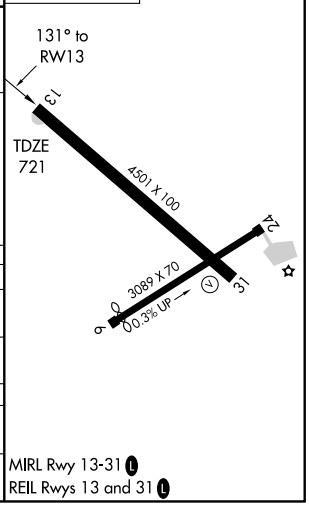
NA	Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.	MISSED APPROACH: Climb to 2500 via course 131° to LOFWU WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.125	124.775 269.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-13	1160-1 439 (500-1)		1160-1¼ 439 (500-1¼)	1160-1½ 439 (500-1½)
CIRCLING	1220-1 492 (500-1)		1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-13	1300-1 579 (600-1)		1300-1½ 579 (600-1½)	1300-1¾ 579 (600-1¾)
CIRCLING	1360-1 632 (700-1)		1360-1¾ 632 (700-1¾)	1400-2¼ 672 (700-2¼)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4501
311°	TDZE	726
	Apt Elev	728

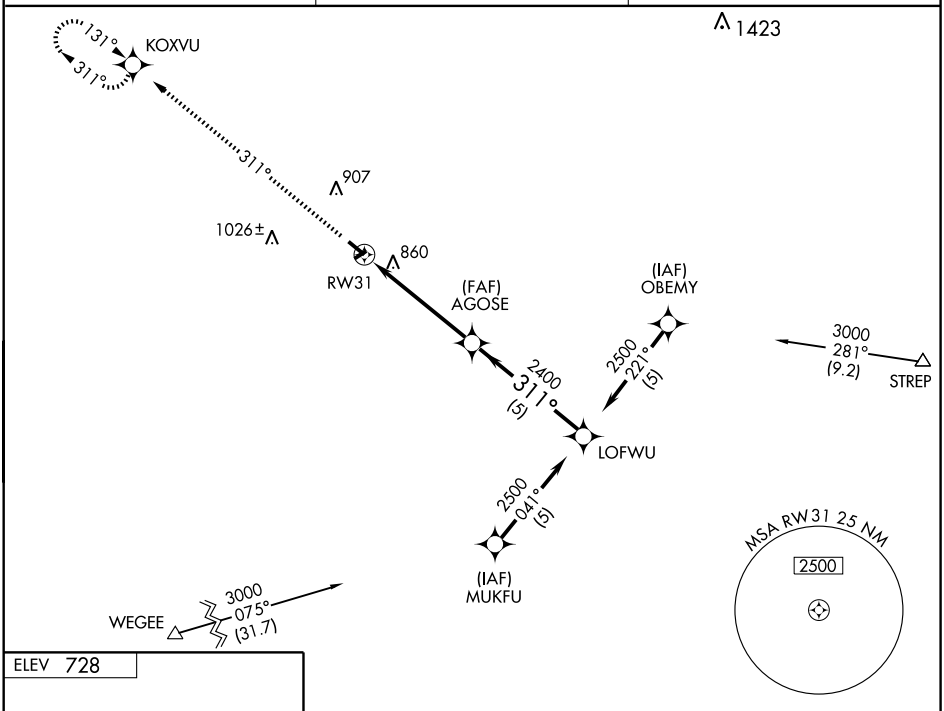
GPS RWY 31

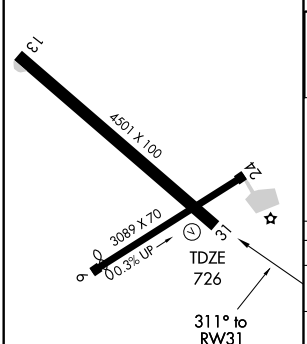
BEDFORD/VIRGIL I. GRISSOM MUNI (BFR)

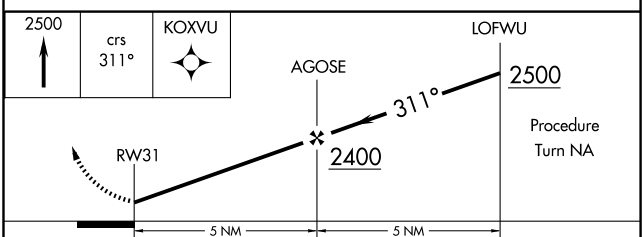
NA — Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 via 311° course to KOXVU WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.125	124.775 269.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1160-1 434 (500-1)		1160-1¼ 434 (500-1¼)	1160-1½ 434 (500-1½)
CIRCLING	1220-1 492 (500-1)		1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-31	1300-1 574 (600-1)		1300-1½ 574 (600-1½)	1300-1¾ 574 (600-1¾)
CIRCLING	1360-1 632 (700-1)		1360-1¾ 632 (700-1¾)	1400-2¼ 672 (700-2¼)

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OOM	APP CRS	Rwy Idg 4501
110.2	159°	TDZE 721
Chan 39		Apt Elev 728

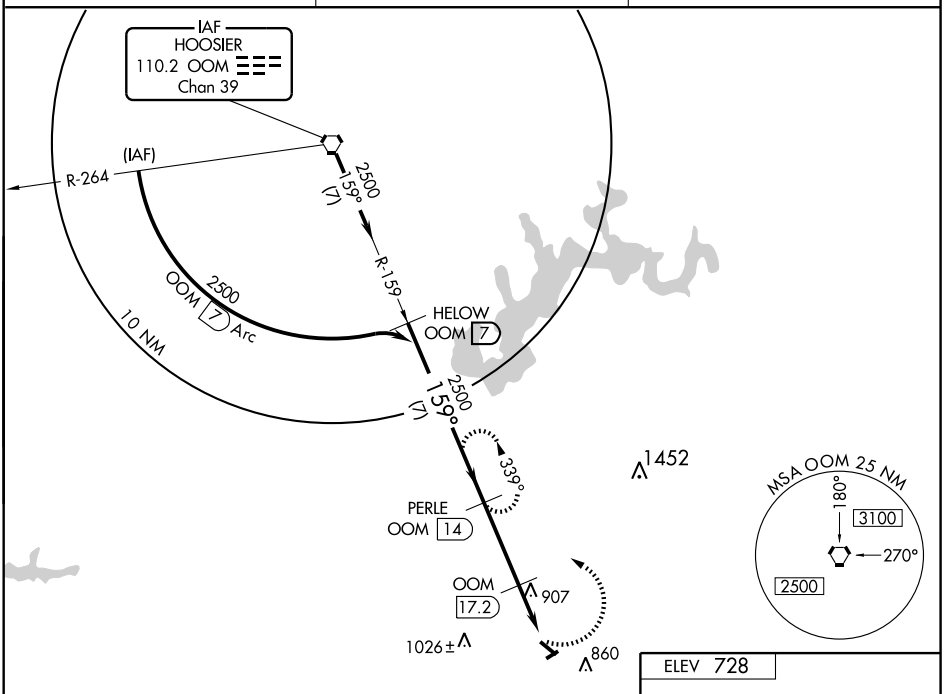
VOR/DME RWY 13

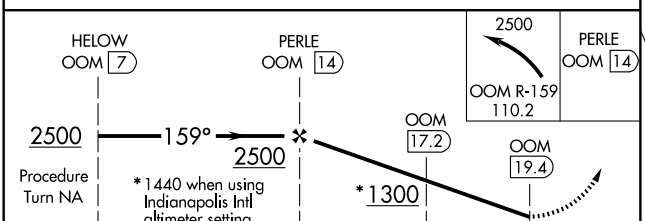
BEDFORD/ VIRGIL I. GRISSOM MUNI (BFR)

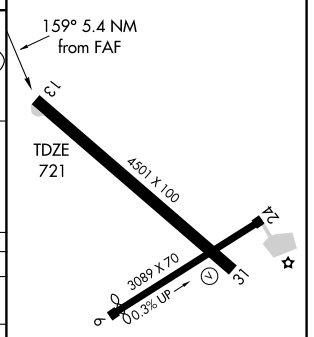
NA Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via OOM R-159 to PERLE 14 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.125	124.775 269.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1160-1 439 (500-1)		1160-1¼ 439 (500-1¼)	1160-1½ 439 (500-1½)
CIRCLING	1220-1 492 (500-1)		1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-13	1300-1 579 (600-1)		1300-1½ 579 (600-1½)	1300-1¾ 579 (600-1¾)
CIRCLING	1360-1 632 (700-1)		1360-1¾ 632 (700-1¾)	1400-2 ¼ 672 (700-2 ¼)

MIRL Rwy 13-31 L

REIL Rwys 13 and 31 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OOM	APP CRS	Rwy Idg 4501
110.2	338°	TDZE 726
Chan 39		Apt Elev 728

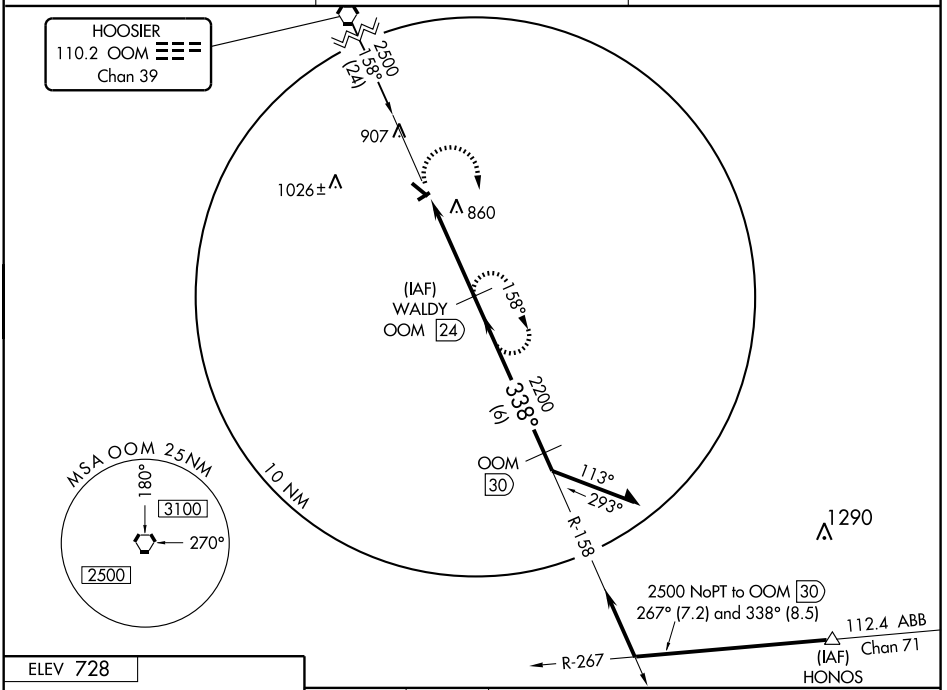
VOR/DME RWY 31

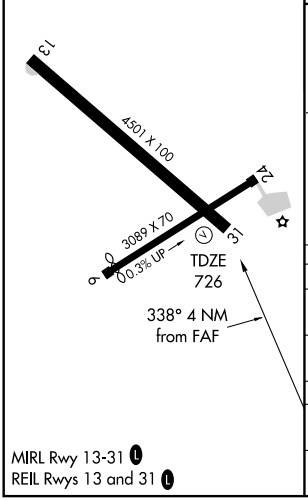
BEDFORD/VIRGIL I. GRISSOM MUNI (BFR)

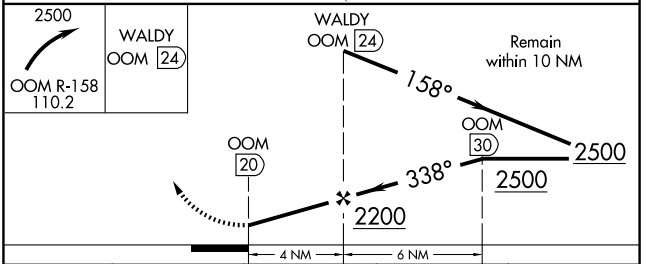
NA Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 via OOM R-158 to WALDY OOM 24 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.125	124.775 269.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1160-1 434 (500-1)		1160-1¼ 434 (500-1¼)	1160-1½ 434 (500-1½)
CIRCLING	1220-1 492 (500-1)		1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-31	1300-1 574 (600-1)		1300-1½ 574 (600-1½)	1300-1¾ 574 (600-1¾)
CIRCLING	1360-1 632 (700-1)		1360-1¾ 632 (700-1¾)	1400-2¼ 672 (700-2¼)

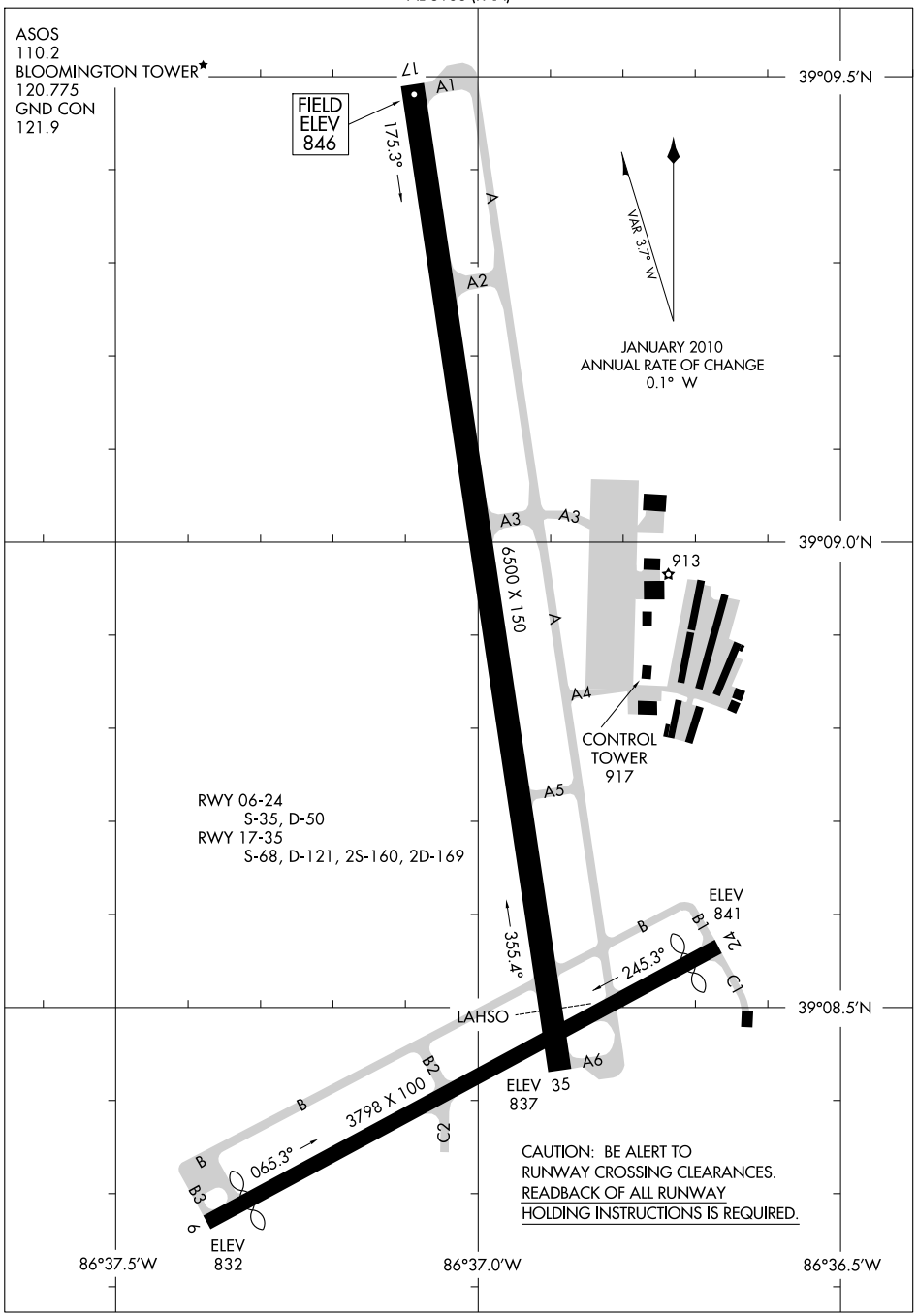
MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BLOOMINGTON / MONROE COUNTY (BMG)
BLOOMINGTON, INDIANA

AL-5168 (FAA)



EC-2, 21 OCT 2010 to 18 NOV 2010

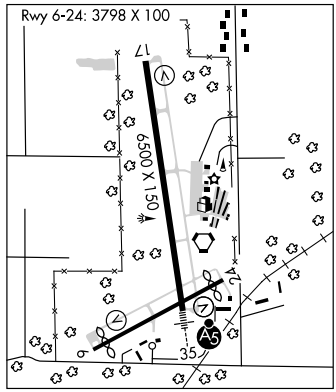
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BLOOMINGTON, INDIANA
BLOOMINGTON / MONROE COUNTY (BMG)

10210

MONROE CO (BMG) 4 SW UTC−5(−4DT) N39°08.76′ W86°37.00′ **ST LOUIS**
846 B S4 **FUEL** 100LL, JET A ARFF Index—See Remarks NOTAM FILE BMG **H–5E, 10F, L–27D**
RWY 17–35: H6500X150 (ASPH–GRVD) S–68, D–121, 2S–160, 2D–169 HIRL **IAP, AD**
RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 40′. Tree.
RWY 35: MALSR.
RWY 06–24: H3798X100 (ASPH–GRVD) S–35,D–50 MIRL
RWY 06: REIL. VASI (V4L) —GA 4.0° TCH 37′. Thld dsplcd 304′. Road.
RWY 24: REIL. VASI (V4L) —GA 4.0° TCH 49′. Thld dsplcd 222′. Road/Fence.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 17	06–24	6100

AIRPORT REMARKS: Attended 1130–0230Z‡. Rwy 06–24 not avbl for air carrier ops with more than 30 passenger seats. Rwy 17–35 brush and small trees penetrate primary surface W of centerline. PPR for air carrier ops with more than 30 passenger seats; call arpt manager 812–825–5406 or 812–825–9600 on weekends, holidays and ngts. Class IV ARFF Index A. Index B ARFF capability avbl on req. Rwy 06 REIL OTS indef. Rwy 17 REIL OTS indef. When twr clsd ACTIVATE HIRL Rwy 17–35, MALSR Rwy 35 and MIRL Rwy 06–24—CTAF.
WEATHER DATA SOURCES: ASOS 110.2 OOM (812) 825–8046. LAWRS.
COMMUNICATIONS: CTAF 120.775 **UNICOM** 122.95
HOOSIER RCO 122.1R, 110.2T (TERRE HAUTE RADIO)
Ⓡ **HULMAN APP/DEP CON** 128.025 (1100–0300Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 132.2 (0300–1100Z‡)
BLOOMINGTON TOWER 120.775 (1130–0230Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1130–0230Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE BMG.
HOOSIER (L) VORTAC 110.2 OOM Chan 39 N39°08.63′ W86°36.78′ at fld. 845/2W. **ASOS.**
ILS 108.3 I–BMG Rwy 35 Class IB. LOM CLAYE NDB. Unmonitored.

BLUFFTON

MILLER (C4Ø) 3 SW UTC−5(−4DT) N40°43.00′ W85°15.00′ **CHICAGO**
845 B S4 **FUEL** 100LL NOTAM FILE HUF
RWY 09–27: 2600X100 (TURF)
RWY 09: Thld dsplcd 200′. Crops. **RWY 27:** Thld dsplcd 300′. Road.
RWY 18–36: 2230X100 (TURF)
RWY 18: Thld dsplcd 202′. Crops. **RWY 36:** Thld dsplcd 261′. Building.
AIRPORT REMARKS: Attended irregularly. Attended evenings and weekends only. Hangar W of Rwy 36 centerline. Rotating bcn ops dusk–0500Z‡. Rwy 18–36 dsplcd thlds marked with white cones. Rwy 09–27 dsplcd thlds marked with white cones.
COMMUNICATIONS: CTAF 122.9

BOILER N40°33.37′ W87°04.16′ NOTAM FILE HUF. **CHICAGO**
(H) VORTACW 115.1 BVT Chan 98 144° 10.5 NM to Purdue University. 750/1E. **HIWAS.** **H–5E, 10F, L–27D**

BOONE CO (See LEBANON)

BOONVILLE (I91) 2 W UTC−6(−5DT) N38°02.55′ W87°19.07′ **ST LOUIS**
380 NOTAM FILE HUF
RWY 09–27: 2300X100 (TURF)
RWY 09: Thld dsplcd 300′. Road. **RWY 27:** Thld dsplcd 300′. Trees.
AIRPORT REMARKS: Attended irregularly. Poor access from turf rwy to gravel apron due to rising terrain. Rwy 09–27 dsplcd thlds marked with L shaped white conc.
COMMUNICATIONS: CTAF 122.9

BOYER FLIGHT PARK ULTRALIGHT (See BURNETTSVILLE)

LOC I-BMG	APP CRS	Rwy Idg	6500
108.3	354°	TDZE	844
		Apt Elev	846

ILS or LOC/DME RWY 35

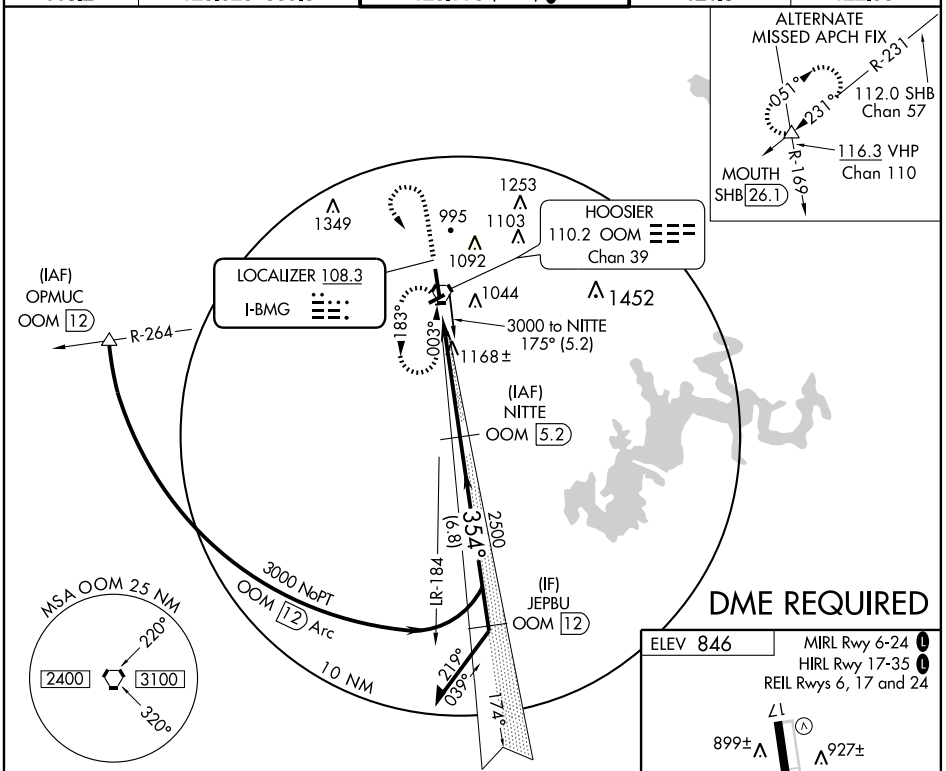
BLOOMINGTON / MONROE COUNTY (BMG)

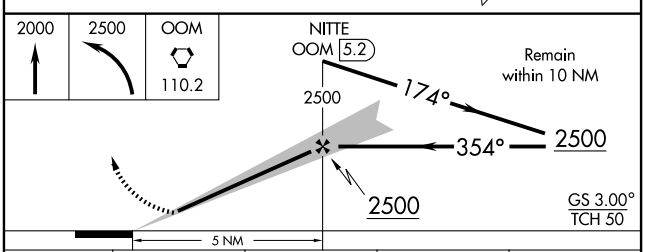
When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 121 feet and all MDA 140 feet and increase S-ILS 35 all Cats visibility ¼ mile, S-LOC 35 Cat C, D and circling Cat C visibility ½ mile and circling Cat D visibility ¼ mile. For inoperative MALSR when using Terre Haute Intl-Hulman Field altimeter setting: increase S-ILS 35 all Cats visibility to 1¼ miles. DME from OOM VORTAC. Simultaneous reception of I-BMG and OOM DME required.

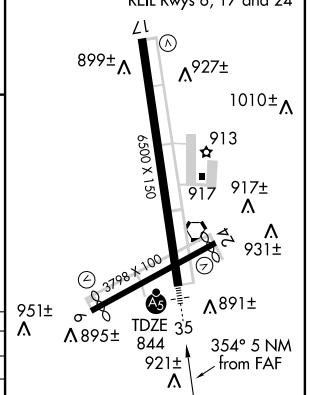
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct OOM VORTAC and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 35	1044-½ 200 (200-½)			
S-LOC 35	1420-½ 576 (600-½)		1420-1 576 (600-1)	1420-1¼ 576 (600-1¼)
CIRCLING	1420-1 574 (600-1)		1420-1½ 574 (600-1½)	1420-2 574 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
AKRON, OH			
AKRON-CANTON RGNL (CAK)	05	01-19	4,300 feet
	19	05-23	3,100 feet
BLOOMINGTON, IN			
MONROE COUNTY (BMG)	17	06-24	6,100 feet
COLUMBUS, OH			
OHIO STATE UNIVERSITY (OSU)	05	09L-27R	3,350 feet
	09L	05-23	2,550 feet
	09R	14-32	3,300 feet
	14	09R-27L	2,750 feet
	23	09R-27L	2,500 feet
	27L	05-23	3,300 feet
FORT WAYNE, IN			
FORT WAYNE INTL (FWA)	05	14-32	9,150 feet
	14	05-23	5,650 feet
	27	05-23	2,700 feet
LAFAYETTE, IN			
PURDUE UNIVERSITY (LAF)	10	05-23	4,600 feet
MANSFIELD, OH			
MANSFIELD LAHM RGNL (MFD)	05	14-32	4,350 feet
	14	05-23	6,100 feet
MUNCIE, IN			
DELAWARE COUNTY RGNL (MIE)	14	02-20	4,300 feet
	20	14-32	3,500 feet
TERRE HAUTE, IN			
TERRE HAUTE INTL-HULMAN FIELD (HUF)	05	18-36	4,650 feet
	18	05-23	3,300 feet
	23	18-36	3,450 feet
	32	05-23	4,237 feet
	36	14-32	3,200 feet

21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 6

BLOOMINGTON / MONROE COUNTY (BMG)

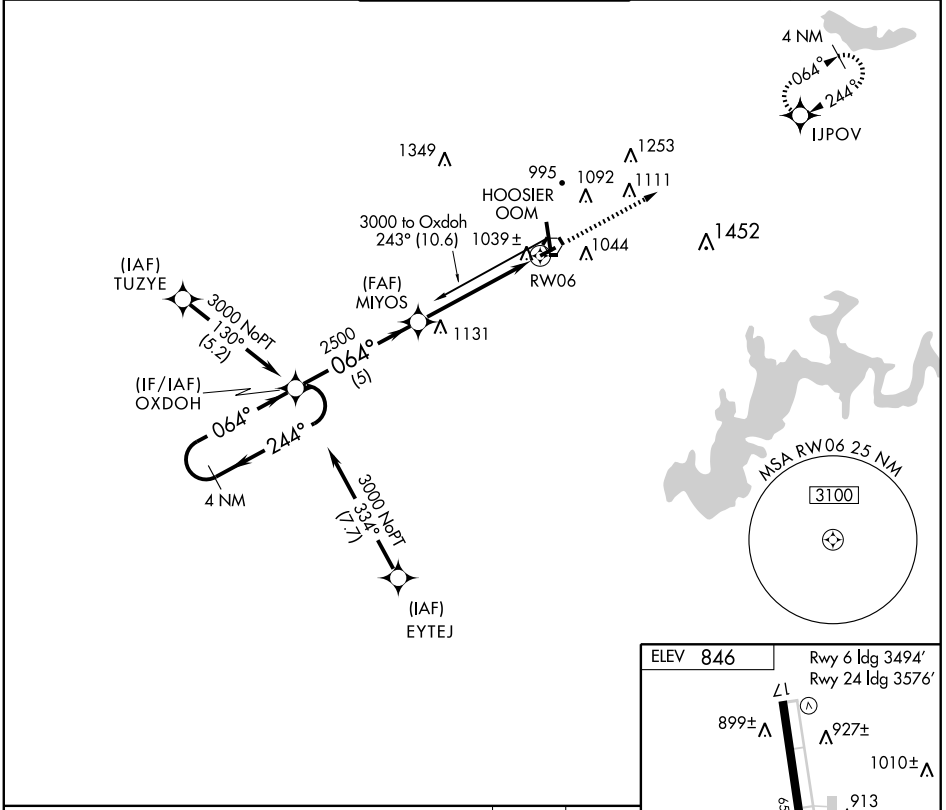
APP CRS	Rwy ldg	3494
064°	TDZE	841
	Apt Elev	846

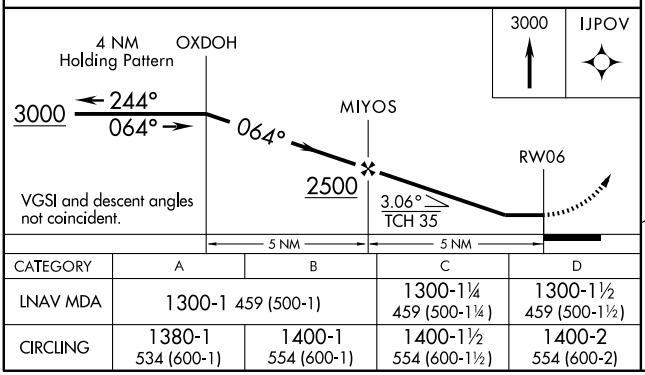
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

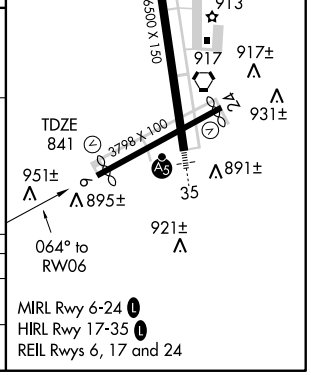
NA

MISSED APPROACH: Climb to 3000 direct IJPOV WP and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1300-1 459 (500-1)		1300-1¼ 459 (500-1¼)	1300-1½ 459 (500-1½)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56412 W17A	APP CRS 174°	Rwy Idg 6500 TDZE 845 Apt Elev 845

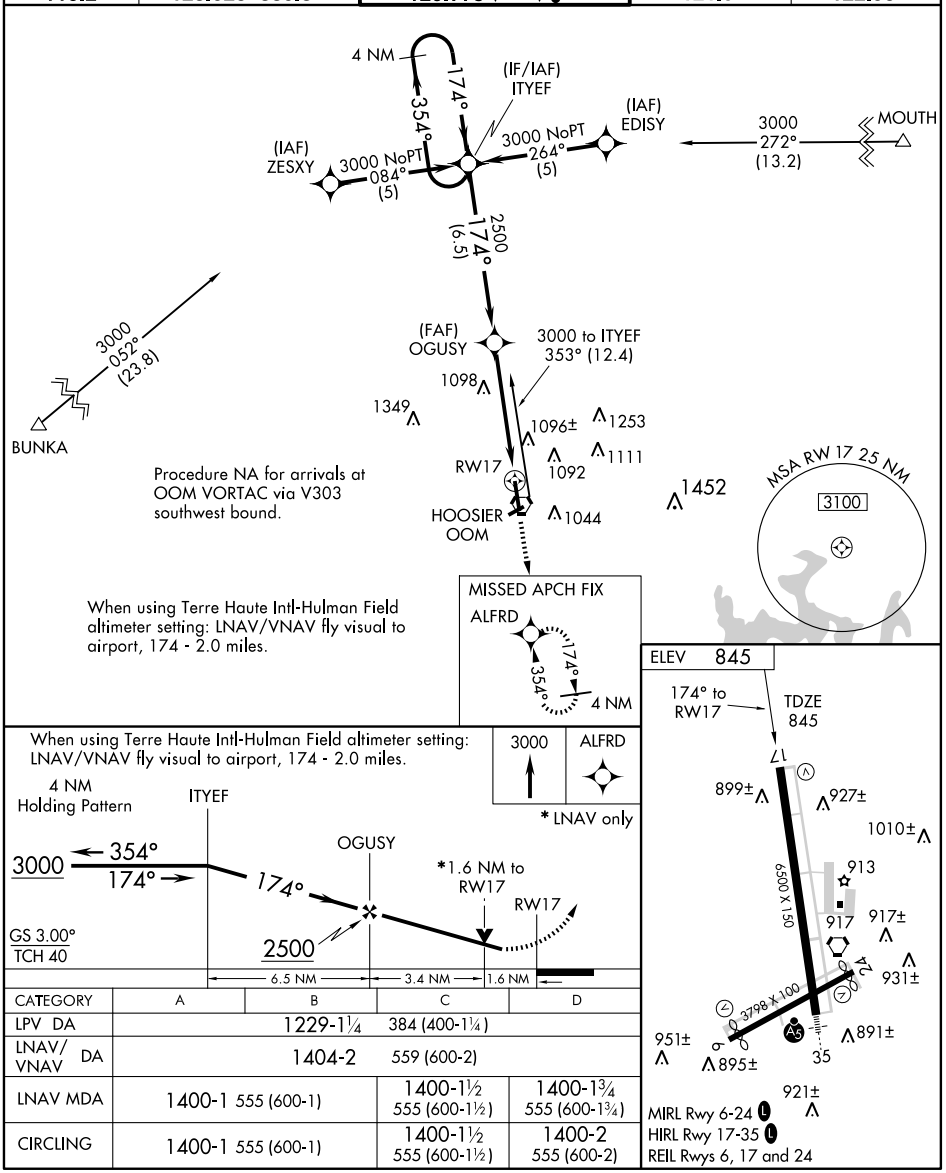
RNAV (GPS) RWY 17

BLOOMINGTON / MONROE COUNTY (BMG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 121 feet and all MDA 140 feet and increase LPV all Cats, LNAV Cat C, D and Circling Cat C visibility ½ mile, LNAV/VNAV Cat D and Circling D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ALFRD and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95



CATEGORY	A	B	C	D
LPV DA		1229-1¼	384 (400-1¼)	
LNAV/VNAV DA		1404-2	559 (600-2)	
LNAV MDA	1400-1 555 (600-1)		1400-1½ 555 (600-1½)	1400-1¾ 555 (600-1¾)
CIRCLING	1400-1 555 (600-1)		1400-1½ 555 (600-1½)	1400-2 555 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24

BLOOMINGTON / MONROE COUNTY (BMG)

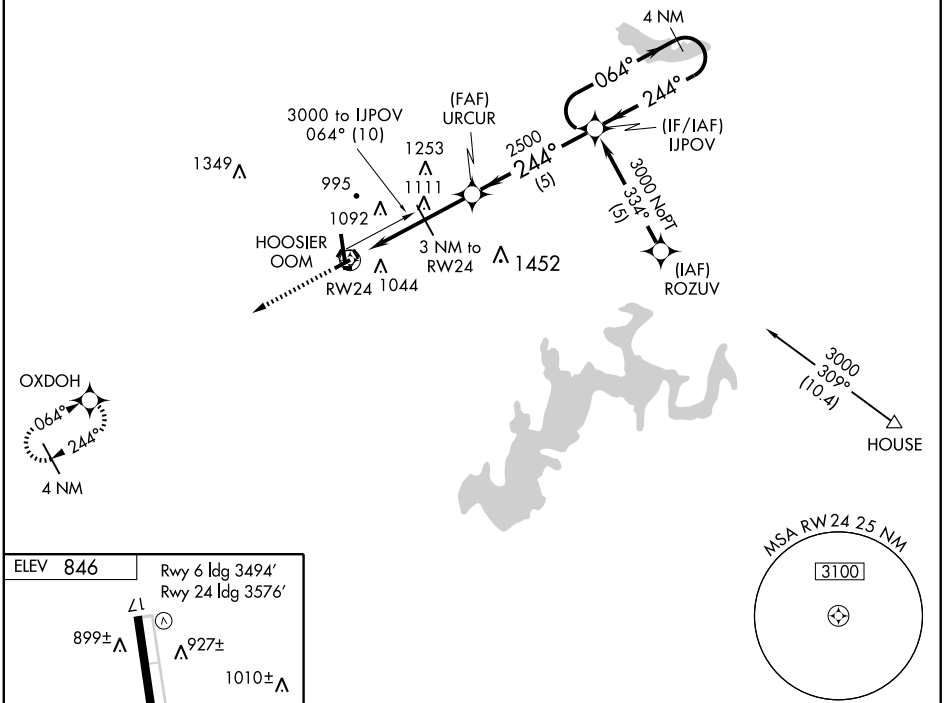
APP CRS	Rwy ldg	3576
244°	TDZE	841
	Apt Elev	846

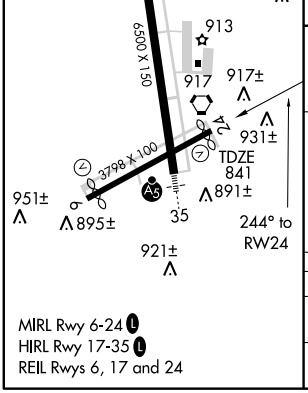
NA

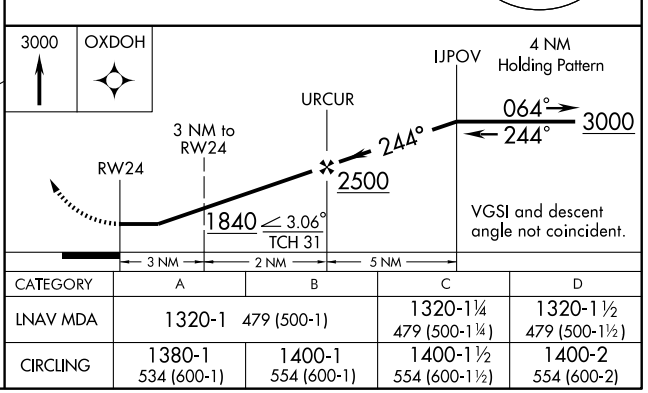
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct OXDOH WP and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1320-1 479 (500-1)		1320-1¼ 479 (500-1¼)	1320-1½ 479 (500-1½)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6500
CH 72812	354°	TDZE	844
W35A		Apt Elev	845

RNAV (GPS) RWY 35

BLOOMINGTON / MONROE COUNTY (BMG)

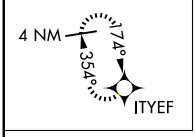
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 121 feet and all MDA 140 feet and increase LPV all Cats, LNAV Cat C, D and Circling Cat D visibility ¼ mile, LNAV/VNAV all Cats and Circling C visibility ½ mile. For inoperative MALSR when using Terre Haute Intl-Hulman Field altimeter setting: increase LPV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Terre Haute Intl-Hulman Field altimeter setting.

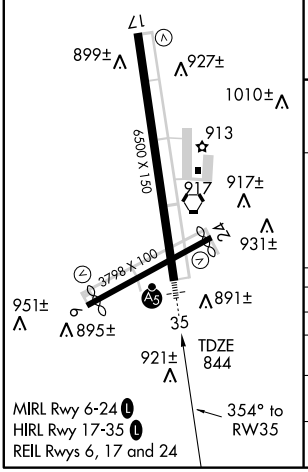
MALSR

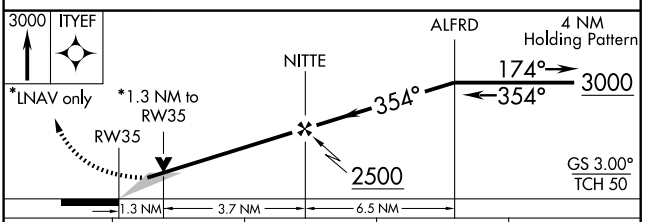
MISSED APPROACH: Climb to 3000 direct ITYEF and hold.

ASOS	HULMAN APP CON★	BLOOMINGTON TOWER★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95

MISSED APCH FIX







CATEGORY	A	B	C	D
LPV DA	1044-½		200 (200-½)	
LNAV/VNAV DA	1344-1¼		500 (500-1¼)	
LNAV MDA	1300-½ 456 (500-½)		1300-¾ 456 (500-¾)	1300-1 456 (500-1)
CIRCLING	1380-1 535 (600-1)	1400-1 555 (600-1)	1400-1½ 555 (600-1½)	1400-2 555 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OOM 110.2 Chan 39	APP CRS 058°	Rwy Idg 3494 TDZE 840 Apt Elev 846

VOR/DME RWY 6

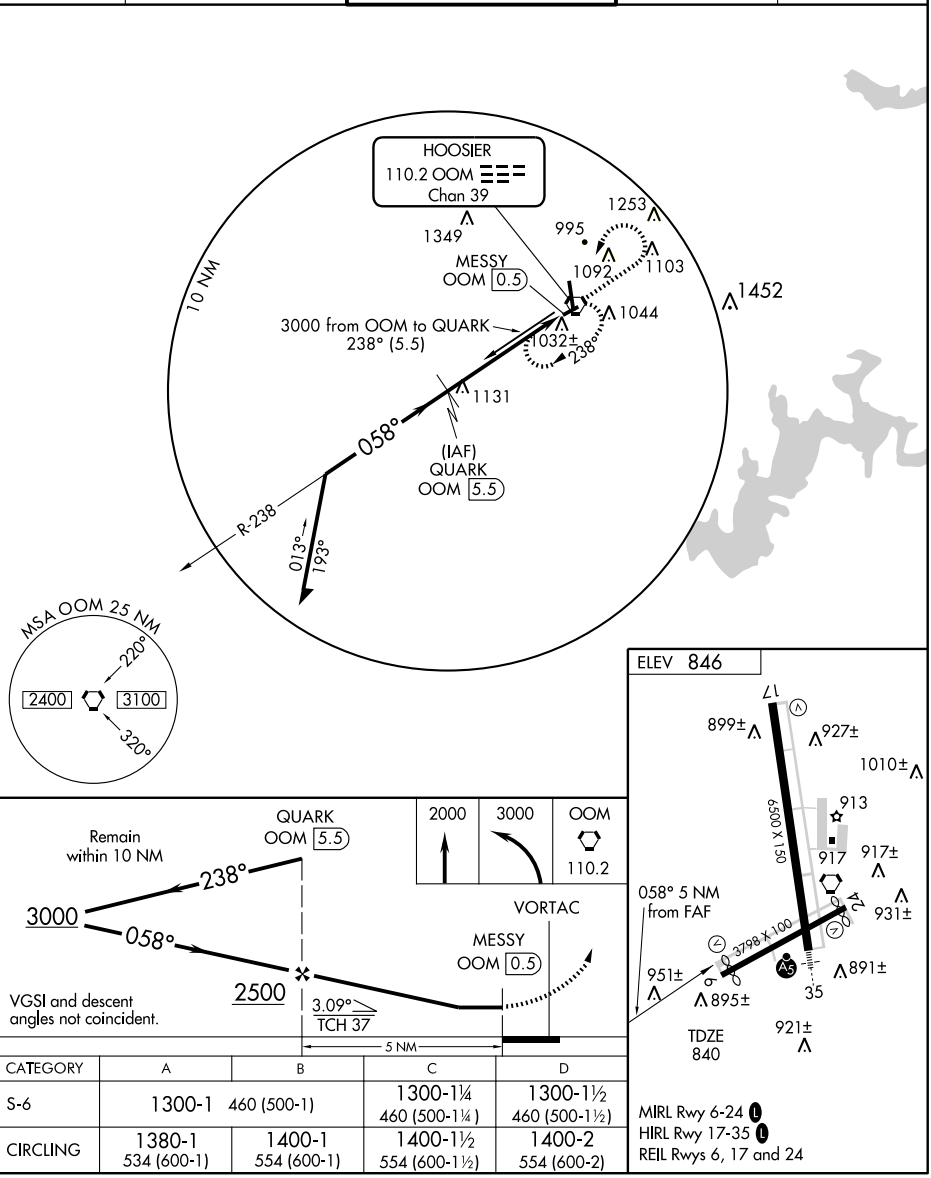
BLOOMINGTON / MONROE COUNTY (BMG)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDA 140 feet and S-6 Cat C, D and circling Cat D visibility ¼ mile, and circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct OOM VORTAC and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95

EC-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-6	1300-1 460 (500-1)		1300-1¼ 460 (500-1¼)	1300-1½ 460 (500-1½)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)

VORTAC OOM 110.2 Chan 39	APP CRS 246°	Rwy Idg 3576 TDZE 841 Apt Elev 846

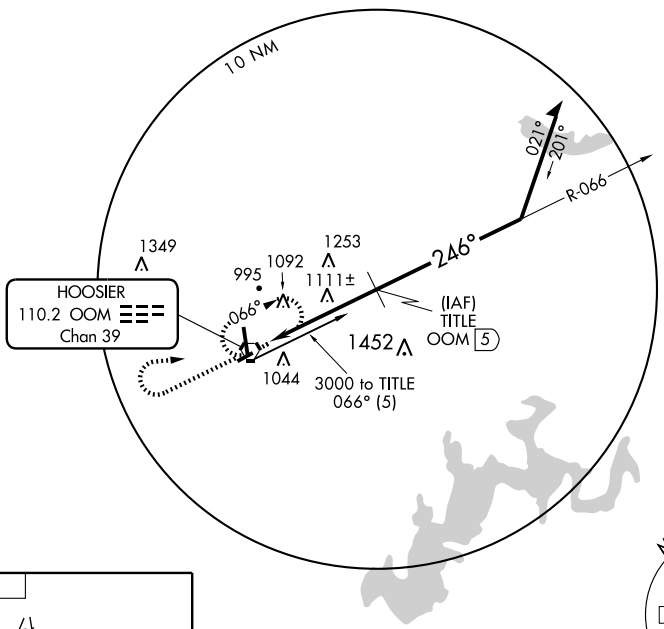
VOR/DME RWY 24

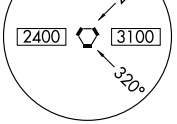
BLOOMINGTON / MONROE COUNTY (BMG)

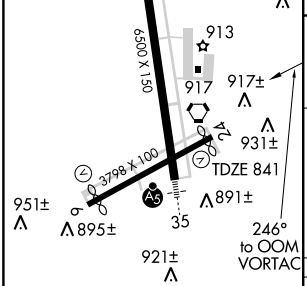
Visibility reduction by helicopters NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDA 140 feet and S-24 Cat C, D and circling Cat C visibility ½ mile, and circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct OOM VORTAC and hold.

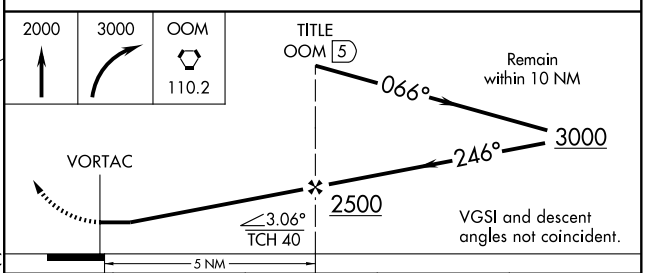
ASOS 110.2	HULMAN APP CON ★ 128.025 339.8	BLOOMINGTON TOWER ★ 120.775 (CTAF) L	GND CON 121.9	UNICOM 122.95







MIRL Rwy 6-24 L
HIRL Rwy 17-35 L
REIL Rwys 6, 17 and 24



CATEGORY	A	B	C	D
S-24	1420-1	579 (600-1)	1420-1½ 579 (600-1½)	1420-1¾ 579 (600-1¾)
CIRCLING	1420-1	574 (600-1)	1420-1½ 574 (600-1½)	1420-2 574 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OOM 110.2 Chan 39	APP CRS 003°	Rwy Idg 6500 TDZE 845 Apt Elev 846

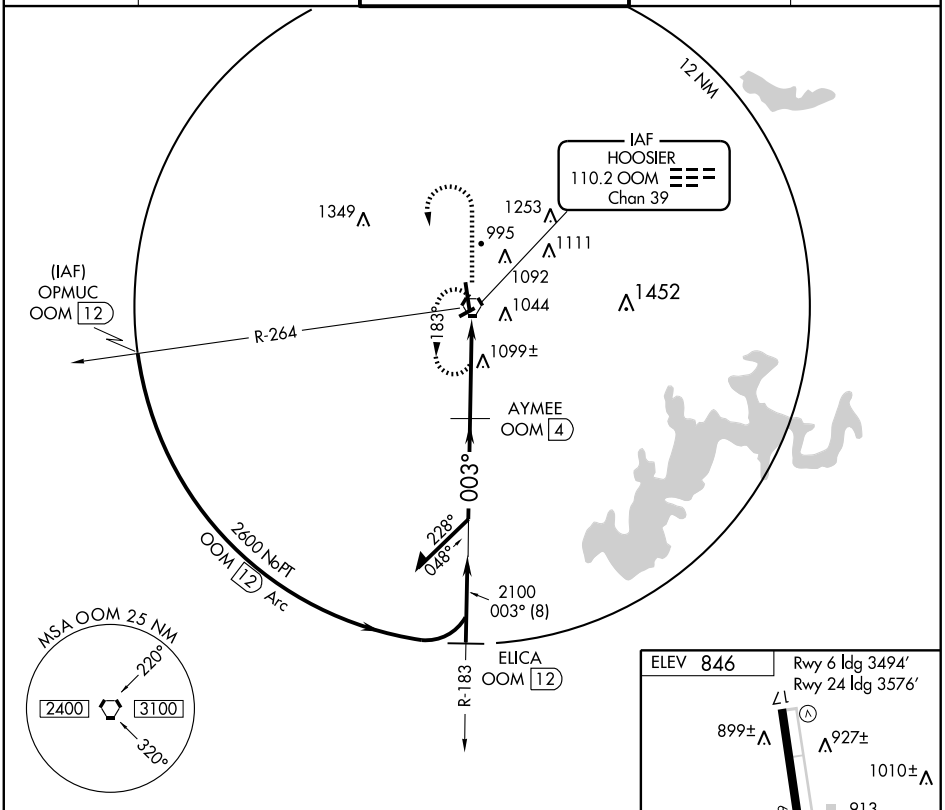
VOR/DME RWY 35

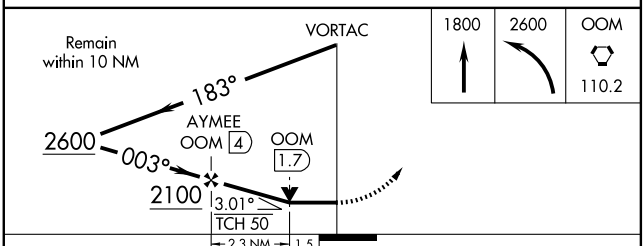
BLOOMINGTON / MONROE COUNTY (BMG)

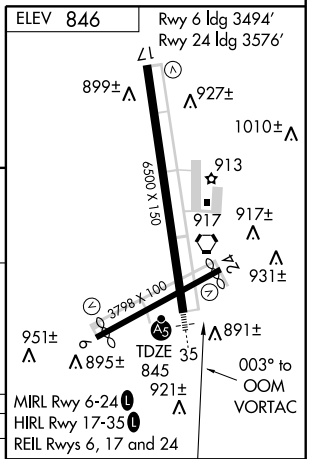
MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct OOM VORTAC and hold.

ASOS 110.2	HULMAN APP CON ★ 128.025 339.8	BLOOMINGTON TOWER ★ 120.775 (CTAF) L	GND CON 121.9	UNICOM 122.95







CATEGORY	A	B	C	D
S-35	1360-½ 515 (600-½)		1360-1 515 (600-1)	1360-1¼ 515 (600-1¼)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

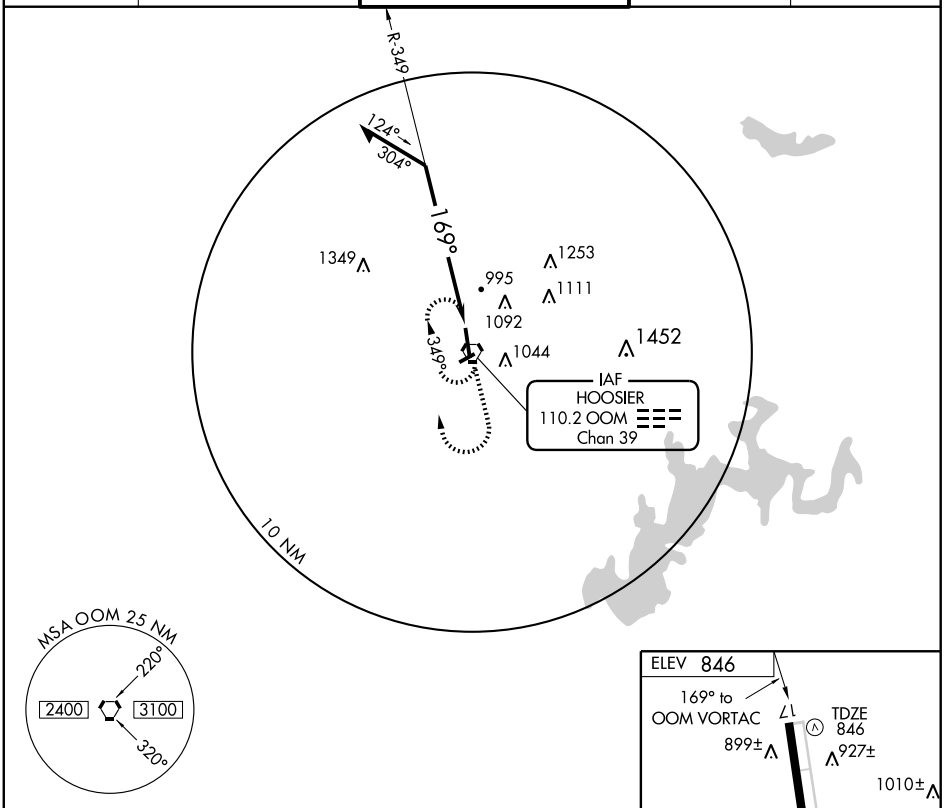
VORTAC OOM 110.2 Chan 39	APP CRS 169°	Rwy Idg 6500 TDZE 846 Apt Elev 846

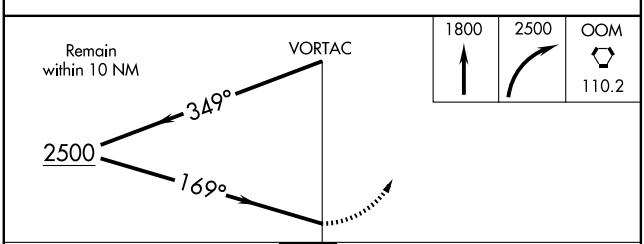
VOR RWY 17

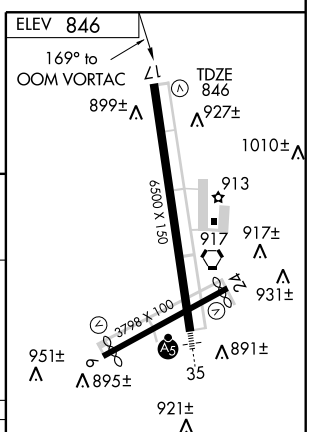
BLOOMINGTON / MONROE COUNTY (BMG)

MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct OOM VORTAC and hold.

ASOS 110.2	HULMAN APP CON ★ 128.025 339.8	BLOOMINGTON TOWER ★ 120.775 (CTAF) L	GND CON 121.9	UNICOM 122.95





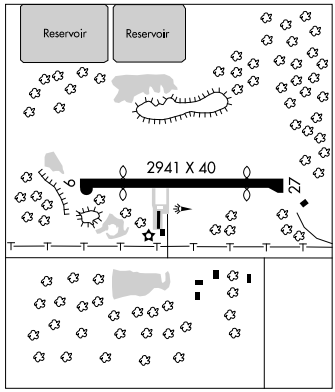


CATEGORY	A	B	C	D
S-17	1500-1	654 (700-1)	1500-1¾ 654 (700-1¾)	1500-2 654 (700-2)
CIRCLING	1500-1	654 (700-1)	1500-1¾ 654 (700-1¾)	1500-2 654 (700-2)

MIRL Rwy 6-24 L
HIRL Rwy 17-35 L
REIL Rwys 6, 17 and 24

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

BRAZIL CLAY CO (ØI2) 3 S UTC−5(−4DT) N39°28.60′ W87°05.98′ **ST. LOUIS**
645 B S4 **FUEL** 100LL NOTAM FILE HUF Not insp. **L–27D**
RWY 09–27: H2941X40 (ASPH) S–8 LIRL 0.5% up W **IAP**
RWY 09: Thld dsplcd 620′. Trees.
RWY 27: Thld dsplcd 442′. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1500–2200Z‡, Sun 1800–2200Z‡. For attendant after hrs call 812–443–5527. For fuel call 812–443–0018. Large flocks of geese on and invof arpt. +80′ WSW–ENE p–line ⅘ mile north of arpt.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HULMAN APP/DEP CON** 125.45 118.3 (1100–0300Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 132.2 (0300–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
TERRE HAUTE (H) VORTACW 115.3 TTH Chan 100 N39°29.34′ W87°14.94′ 094° 7.0 NM to fld. 606/2E. **HIWAS.**



BRICKYARD N39°48.88′ W86°22.05′. NOTAM FILE HUF. **ST LOUIS**
(H) VORTACW 116.3 VHP Chan 110 149° 6.7 NM to Indianapolis Intl. 823/IE. **H–5E, 10F, L–27D**

BRINN N39°37.04′ W86°24.47′. NOTAM FILE IND. **ST LOUIS**
NDB (LOM) 219 OQ 043° 8.0 NM to Indianapolis Intl.

BROOKVILLE RESERVOIR SPB (12I) 6 N UTC−5(−4DT) N39°32.0′ W85°00.03′ **ST LOUIS**
748 NOTAM FILE HUF
WATERWAY N–S: 25000X2000 (WATER)
WATERWAY S: Bridge.
WATERWAY 18–36: 16000X2000 (WATER)
WATERWAY 36: Bridge.
SEAPLANE REMARKS: Unattended. Seaplane ops prohibited between SS and SR. Two N–S waterways, one 25,000 ft S of bridge and one 16,000 ft N of bridge at mid–point of lake. Lake use permit required. Call 765–647–2657.
COMMUNICATIONS: CTAF 122.9

BURNETTSVILLE

BOYER FLIGHT PARK ULTRALIGHT (7W7) 4 SW UTC−5(−4DT) N40°43.20′ W86°36.97′ **CHICAGO**
710 NOTAM FILE HUF
RWY 18–36: 1770X120 (TURF)
RWY 18: Thld dsplcd 300′. Road. **Rwy 36:** Thld dsplcd 200′. Crops.
AIRPORT REMARKS: Unattended. Birds and deer on and invof arpt. No snow removal. Rwy 18–36 dsplcd thlds marked with 3 traffic cones each side of centerline.
COMMUNICATIONS: CTAF 122.9

BUTLER

HARROLD (B25) 3 NW UTC−5(−4DT) N41°28.57′ W84°54.37′ **DETROIT**
925 S4 NOTAM FILE HUF
RWY 18–36: 2920X46 (GRVL)
RWY 18: Thld dsplcd 200′. Crops. **RWY 36:** Thld dsplcd 400′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1300Z‡–dusk. Deer and birds on and invof rwy. Rwy 18–36 dsplcd thlds marked by 3 rwy lgts with yellow collars each side of centerline.
COMMUNICATIONS: CTAF 122.9

CAPTAIN N38°52.05′ W85°58.38′ NOTAM FILE HUF. **ST. LOUIS**
NDB (MHW) 308 EQZ 043° 4.6 NM to Freeman Muni. NDB unmonitored. **L–27D**

CATCH N38°28.44′ W85°44.23′ NOTAM FILE HUF. **ST. LOUIS**
NDB (LOM) 331 JV 182° 6.5 NM to Clark Rgnl.

CLARK RGNL (See JEFFERSONVILLE)

RNAV (GPS) RWY 27

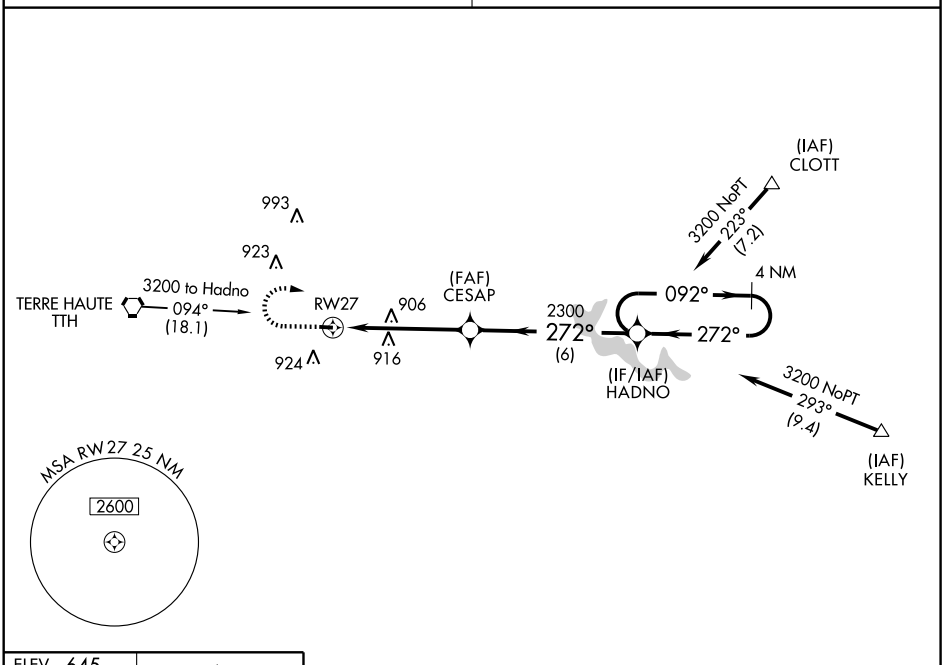
BRAZIL CLAY COUNTY (ØI2)

APP CRS	Rwy Idg	2499
272°	TDZE	645
	Apt Elev	645

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Terre Haute altimeter setting.

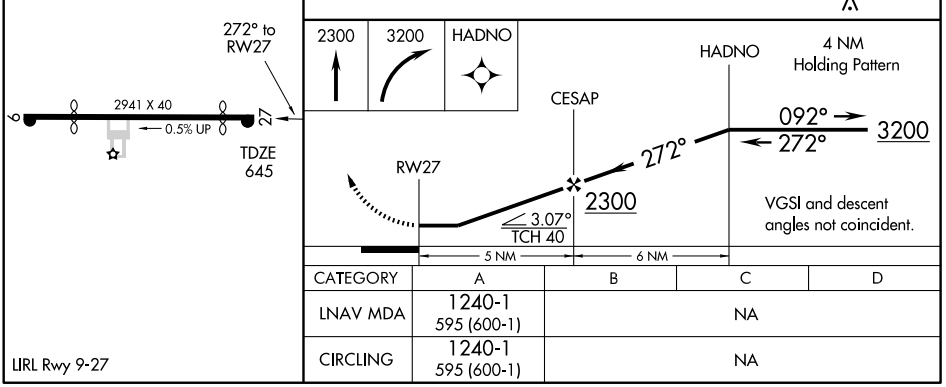
MISSED APPROACH: Climb to 2300 then climbing right turn to 3200 direct HADNO WP and hold.

HULMAN APP CON ★	UNICOM
125.45 339.8	122.8 (CTAF)



ELEV 645

Rwy 9 Idg 2321′
Rwy 27 Idg 2499′



CATEGORY	A	B	C	D
LNAV MDA	1240-1 595 (600-1)	NA		
CIRCLING	1240-1 595 (600-1)	NA		

LIRL Rwy 9-27

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC TTH	APP CRS	Rwy Idg	2321
115.3	094°	TDZE	645
Chan 100		Apt Elev	645

VOR or GPS RWY 9

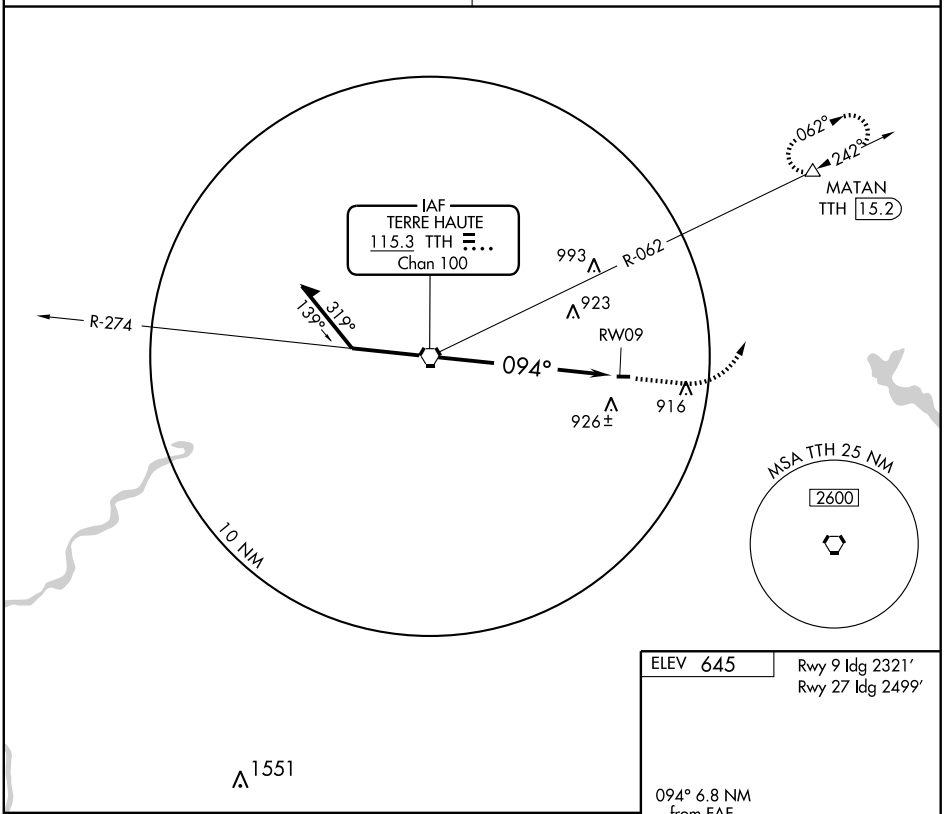
BRAZIL CLAY COUNTY (ØI2)

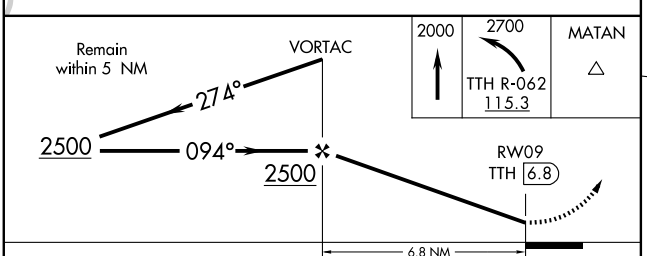
Use Terre Haute altimeter setting.
Procedure not authorized at night.
DME Required.

NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 2700 via TTH R-062 to MATAN/15.2 DME and hold.

HULMAN APP CON ★	UNICOM
125.45 339.8	122.8 (CTAF)





CATEGORY	A	B	C	D
S-9	1300-1 655 (700-1)	NA		
CIRCLING	1360-1 715 (800-1)	NA		

LIRL Rwy 9-27

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

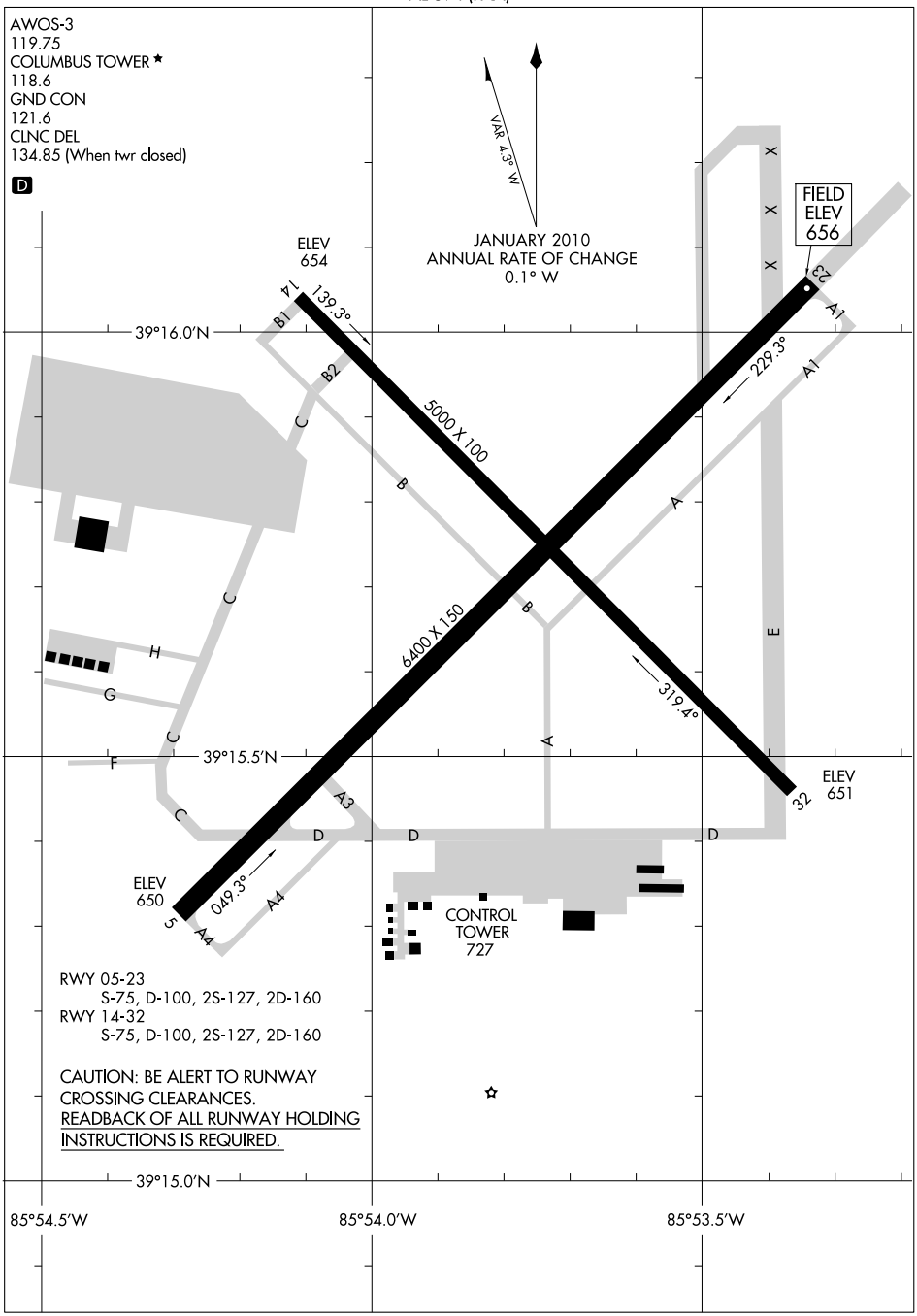
EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

COLUMBUS MUNI (BAK)
COLUMBUS, INDIANA

AL-594 (FAA)



EC-2, 21 OCT 2010 to 18 NOV 2010

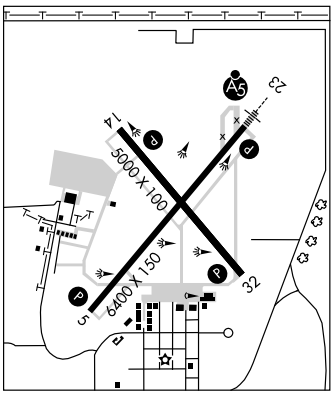
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

COLUMBUS, INDIANA
COLUMBUS MUNI (BAK)

10210

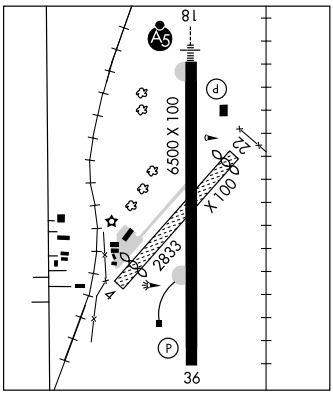
COLUMBUS MUNI (BAK) 3 N UTC−5(−4DT) N39°15.72′ W85°53.78′ **ST. LOUIS**
656 B S4 **FUEL** 100LL, JET A OX 1 Class IV, ARFF Index A NOTAM FILE BAK **H–5E, 10F, L–27D**
RWY 05–23: H6400X150 (ASPH) S–75, D–100, 2S–127, 2D–160 HIRL **IAP, AD**
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 54′. Tree.
RWY 23: MALSR. PAPI (P4L)
RWY 14–32: H5000X100 (ASPH) S–75, D–100, 2S–127, 2D–160 MIRL
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Crops.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
RWY 32: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
AIRPORT REMARKS: Attended 1100–0100Z‡ on call other times 812–372–1819. Occasional heavy concentration of birds Aug and Sep. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90–day PPR, call arpt manager 812–376–2519 or 379–9942. Rwy 14–32 not avbl for air carrier ops with more than 30 passenger seats. When twr is clsd HIRL Rwy 05–23 and MIRL Rwy 14–32 and MALSR Rwy 23 are preset on low ints; to increase ints and ACTIVATE REIL Rwy 05 and PAPI Rwy 05, Rwy 23, Rwy 14 and Rwy 32—CTAF.



WEATHER DATA SOURCES: AWOS–3 119.75 (812) 376–7584.
COMMUNICATIONS: CTAF 118.6 **UNICOM** 122.95
SHELBYVILLE RCO 122.1R, 112.0T (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS APP/DEP CON** 134.85
TOWER 118.6 (1130–0300Z‡) **GND CON** 121.6
CLNC DEL 121.6 (134.85 when tower closed)
AIRSPACE: CLASS D svc 1130–0300Z‡ other times CLASS E.
TRSA svc ctc **APP CON.**
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 188° 22.5 NM to fld. 810/1E.
HIWAS.
CLIFS NDB (MHW/LOM) 410 BA N39°19.32′ W85°49.11′ 228° 5.1 NM to fld. NOTAM FILE BAK.
ILS 110.7 I–BAK Rwy 23 Class IE. LOM CLIFS NDB.

CONNERSVILLE

METTEL FLD (CEV) 3 N UTC−5(−4DT) N39°41.91′ W85°07.78′ **ST. LOUIS**
867 B **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–27E**
RWY 18–36: H6500X100 (ASPH–GRVD) S–50, D–84, 2S–107 MIRL **IAP**
RWY 18: MALSR. REIL. PAPI(P4L)–GA 3.0°TCH 47′. Trees.
RWY 36: REIL. PAPI(P4L)–GA 3.0° TCH 32′. Trees.
RWY 04–22: 2833X100 (TURF)
RWY 04: Thld dsplcd 593′. Trees.
RWY 22: Thld dsplcd 100′. Brush.
AIRPORT REMARKS: Attended 1300–2200Z‡. Arpt CLOSED holidays. For arpt svcs after hrs call 765–309–1775. Birds and deer on and invof arpt. Rotating bcn OTS indef. MIRL Rwy 18–36 preset low ints, increase ints and ACTIVATE MALSR Rwy 18, REIL Rwys 18 and 36—CTAF. Rwy 04 and Rwy 22 dsplcd thlds marked by orange cones.



WEATHER DATA SOURCES: AWOS–3 118.325 (765) 827–6649.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DAYTON APP/DEP CON** 134.45 (181°–359°)
GCO 121.725 (DAYTON CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
RICHMOND (L) VORTAC 110.6 RID Chan 43 N39°45.30′ W84°50.33′ 259° 13.9 NM to fld. 1135/3W.
PNTHR NDB (LOM) 227 SQ N39°46.61′W 85°07.79′ 184° 4.7 NM to fld.
ILS 108.35 I–SQK Rwy 18. LOM PNTHR NDB.

LOC I-BAK	APP CRS	Rwy Idg	6400
110.7	228°	TDZE	656
		Apt Elev	656

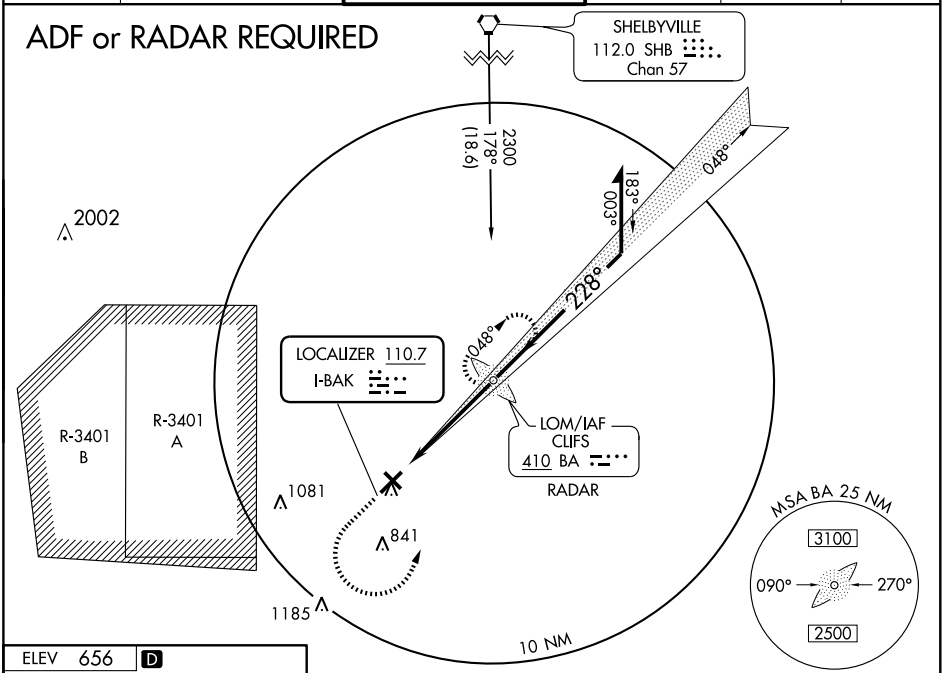
ILS RWY 23
COLUMBUS MUNI (BAK)

When local altimeter not received, use Indianapolis Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 2300 direct BA LOM and hold.

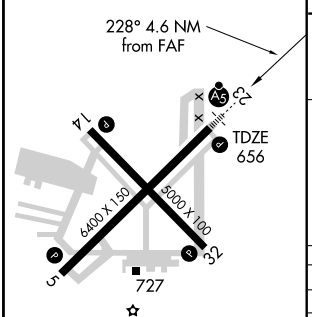
AWOS-3	INDIANAPOLIS APP CON	COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85 317.8	118.6 (CTAF) L	121.6	134.85	122.95



EC-2, 21 OCT 2010 to 18 NOV 2010

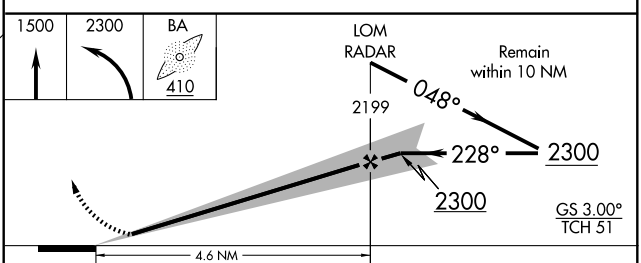
EC-2, 21 OCT 2010 to 18 NOV 2010

ELEV 656 D



MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 23	856-½ 200 (200-½)			
S-LOC 23	1060-½ 404 (500-½)		1060-¾ 404 (500-¾)	
CIRCLING	1080-1 424 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-ILS 23	951-½ 295 (300-½)			
S-LOC 23	1160-½ 504 (600-½)		1160-1 504 (600-1)	
CIRCLING	1180-1 524 (600-1)	1200-1 544 (600-1)	1240-1½ 584 (600-1½)	1240-2 584 (600-2)

RNAV (GPS) RWY 5

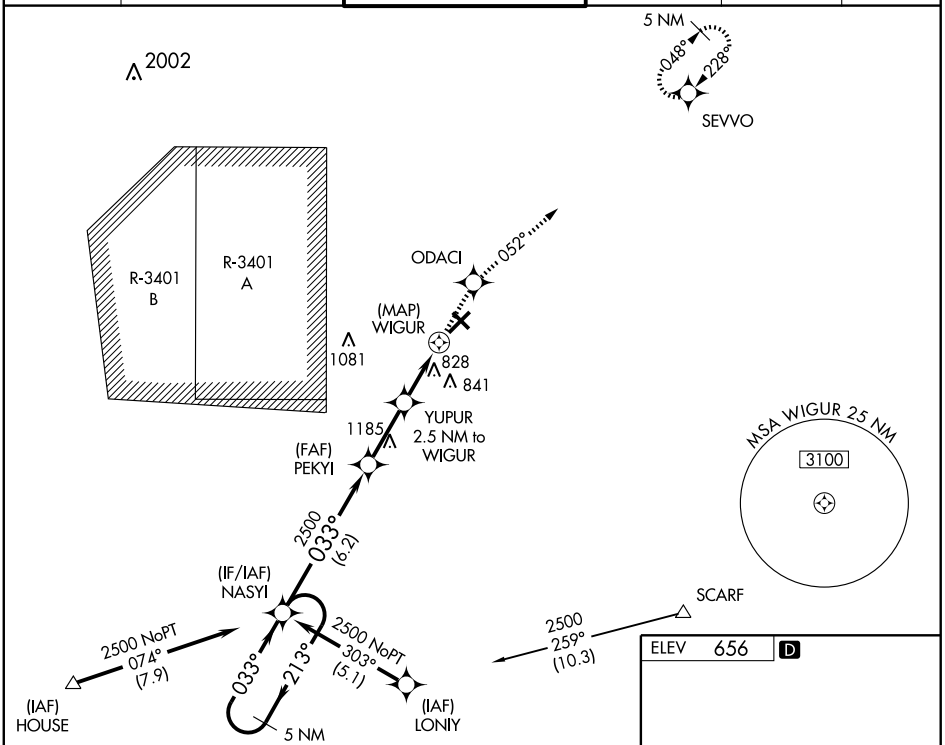
COLUMBUS MUNI (BAK)

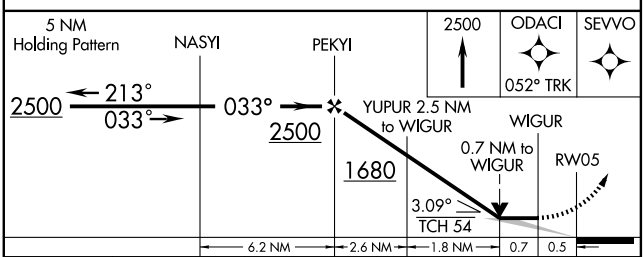
APP CRS	Rwy Idg	6400
033°	TDZE	652
	Apt Elev	656

If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 100 feet.
VDP NA when using Indianapolis Intl altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct ODACI and via 052° track to SEVVO and hold.

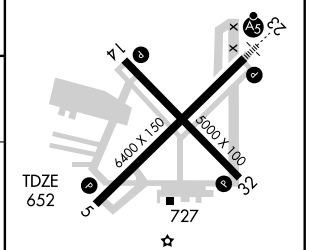
AWOS-3	INDIANAPOLIS APP CON		COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85	317.8	118.6 (CTAF) L	121.6	134.85	122.95





CATEGORY	A	B	C	D
LNAV MDA	1080-1 428 (500-1)		1080-1¼ 428 (500-1¼)	1080-1½ 428 (500-1½)
CIRCLING	1080-1 424 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)

ELEV 656 D



MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

COLUMBUS MUNI (BAK)

APP CRS	Rwy Idg	5000
153°	TDZE	654
	Apt Elev	656

When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 100 feet, and LNAV Cat C and D visibility ½mile. VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct KUDNE and via 133° track to HUMOX and hold.

AWOS-3	INDIANAPOLIS APP CON		COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85	317.8	118.6 (CTAF) L	121.6	134.85	122.95

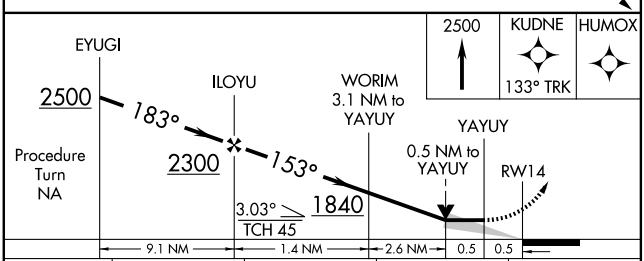
Holding not required for arrival at SHB VORTAC on airway radials 312 CW 124.

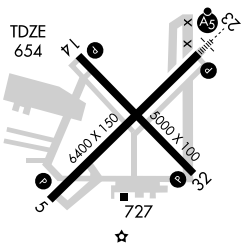
4 NM
039°
219°
(IAF) SHELBYVILLE SHB
2500
219° (10.6)
(IF) EYUGI
2300
183° (9.1)
10 NM
2002
(FAF) ILOYU
153°
945
769±
WORIM 3.1 NM to YAYUY
(MAP) YAYUY
1081
KUDNE
841
1185
133°
R-3401 B
R-3401 A

MSA YAYUY 25 NM
3100

MISSED APCH FIX
HUMOX
138°
318°
5 NM

ELEV 656 D





CATEGORY	A	B	C	D
LNAV MDA	1020-1 366 (400-1)			1020-1¼ 366 (400-1¼)
CIRCLING	1060-1 404 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)

MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 90399 W23A	APP CRS 228°	Rwy Idg 6400 TDZE 656 Apt Elev 656

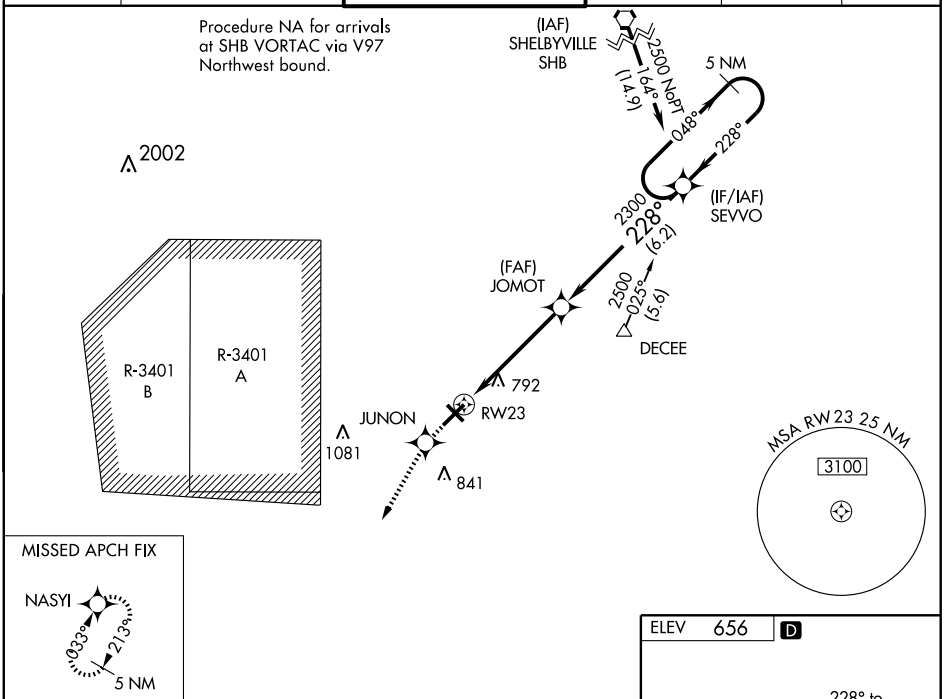
RNAV (GPS) RWY 23
COLUMBUS MUNI (BAK)

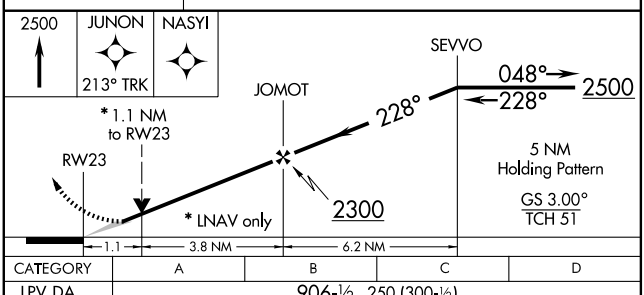
⚠ If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 100 feet.
⚠ VDP NA when using Indianapolis Intl altimeter setting.
For inoperative MALSR, increase LPV all Cats visibility to ¾ and LNAV Cat D visibility to 1¼. DME/DME RNP-0.3 NA.

MALSR

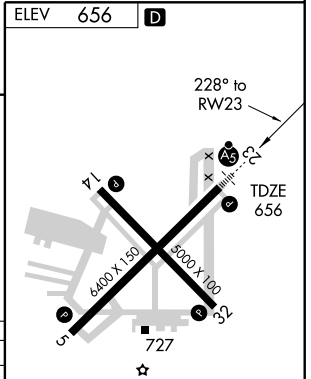
MISSED APPROACH: Climb to 2500 direct JUNON and via 213° track to NASYI and hold.

AWOS-3	INDIANAPOLIS APP CON	COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85 317.8	118.6 (CTAF) L	121.6	134.85	122.95





CATEGORY	A	B	C	D
LPV DA	906-½ 250 (300-½)			
LNAV/VNAV DA	NA			
LNAV MDA	1060-½ 404 (500-½)		1060-¾ 404 (500-¾)	1060-1 404 (500-1)
CIRCLING	1060-1 404 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)



MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

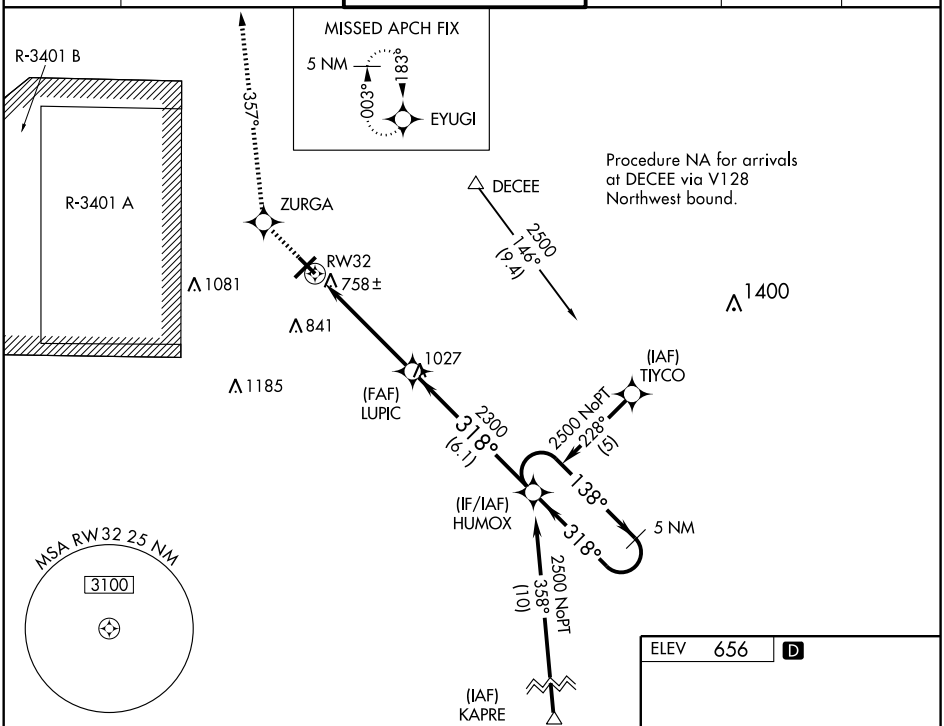
WAAS	APP CRS	Rwy Idg	5000
CH 50399	318°	TDZE	653
W32A		Apt Elev	656

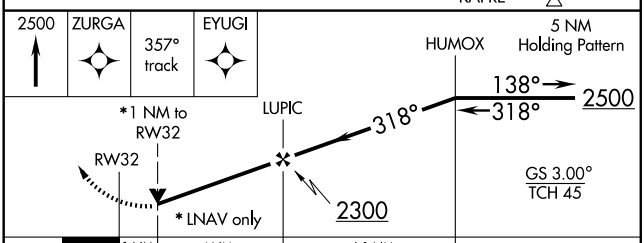
RNAV (GPS) RWY 32
COLUMBUS MUNI (BAK)

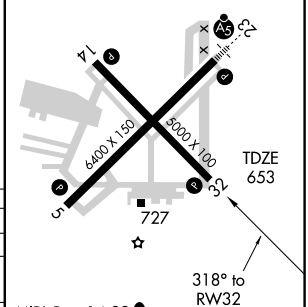
⚠ If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).

MISSED APPROACH: Climb to 2500 direct ZURGA and via 357° track to EYUGI and hold.

AWOS-3	INDIANAPOLIS APP CON	COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85 317.8	118.6 (CTAF) L	121.6	134.85	122.95





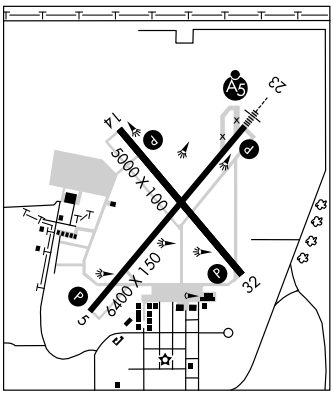


CATEGORY	A	B	C	D
LPV DA	1016-1¼ 363 (400-1¼)			
LNAV/VNAV DA	1057-1½ 404 (500-1½)			
LNAV MDA	1020-1 367 (400-1)			1020-1¼ 367 (400-1¼)
CIRCLING	1060-1½ 404 (500-1½)	1120-1½ 464 (500-1½)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)

MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

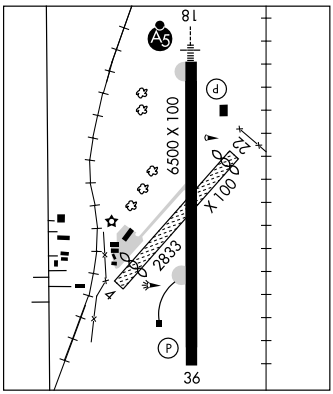
COLUMBUS MUNI (BAK) 3 N UTC−5(−4DT) N39°15.72′ W85°53.78′ **ST. LOUIS**
656 B S4 **FUEL** 100LL, JET A OX 1 Class IV, ARFF Index A NOTAM FILE BAK **H–5E, 10F, L–27D**
RWY 05–23: H6400X150 (ASPH) S–75, D–100, 2S–127, 2D–160 HIRL **IAP, AD**
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 54′. Tree.
RWY 23: MALSR. PAPI (P4L)
RWY 14–32: H5000X100 (ASPH) S–75, D–100, 2S–127, 2D–160 MIRL
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Crops.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
RWY 32: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
AIRPORT REMARKS: Attended 1100–0100Z‡ on call other times 812–372–1819. Occasional heavy concentration of birds Aug and Sep. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90–day PPR, call arpt manager 812–376–2519 or 379–9942. Rwy 14–32 not avbl for air carrier ops with more than 30 passenger seats. When twr is clsd HIRL Rwy 05–23 and MIRL Rwy 14–32 and MALSR Rwy 23 are preset on low ints; to increase ints and ACTIVATE REIL Rwy 05 and PAPI Rwy 05, Rwy 23, Rwy 14 and Rwy 32—CTAF.



WEATHER DATA SOURCES: AWOS–3 119.75 (812) 376–7584.
COMMUNICATIONS: CTAF 118.6 **UNICOM** 122.95
SHELBYVILLE RCO 122.1R, 112.0T (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS APP/DEP CON** 134.85
TOWER 118.6 (1130–0300Z‡) **GND CON** 121.6
CLNC DEL 121.6 (134.85 when tower closed)
AIRSPACE: CLASS D svc 1130–0300Z‡ other times CLASS E.
TRSA svc ctc **APP CON.**
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 188° 22.5 NM to fld. 810/1E.
HIWAS.
CLIFS NDB (MHW/LOM) 410 BA N39°19.32′ W85°49.11′ 228° 5.1 NM to fld. NOTAM FILE BAK.
ILS 110.7 I–BAK Rwy 23 Class IE. LOM CLIFS NDB.

CONNERSVILLE

METTEL FLD (CEV) 3 N UTC−5(−4DT) N39°41.91′ W85°07.78′ **ST. LOUIS**
867 B **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–27E**
RWY 18–36: H6500X100 (ASPH–GRVD) S–50, D–84, 2S–107 MIRL **IAP**
RWY 18: MALSR. REIL. PAPI(P4L)–GA 3.0°TCH 47′. Trees.
RWY 36: REIL. PAPI(P4L)–GA 3.0° TCH 32′. Trees.
RWY 04–22: 2833X100 (TURF)
RWY 04: Thld dsplcd 593′. Trees.
RWY 22: Thld dsplcd 100′. Brush.
AIRPORT REMARKS: Attended 1300–2200Z‡. Arpt CLOSED holidays. For arpt svcs after hrs call 765–309–1775. Birds and deer on and invof arpt. Rotating bcn OTS indef. MIRL Rwy 18–36 preset low ints, increase ints and ACTIVATE MALSR Rwy 18, REIL Rwys 18 and 36—CTAF. Rwy 04 and Rwy 22 dsplcd thlds marked by orange cones.



WEATHER DATA SOURCES: AWOS–3 118.325 (765) 827–6649.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DAYTON APP/DEP CON** 134.45 (181°–359°)
GCO 121.725 (DAYTON CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
RICHMOND (L) VORTAC 110.6 RID Chan 43 N39°45.30′ W84°50.33′ 259° 13.9 NM to fld. 1135/3W.
PNTHR NDB (LOM) 227 SQ N39°46.61′W 85°07.79′ 184° 4.7 NM to fld.
ILS 108.35 I–SQK Rwy 18. LOM PNTHR NDB.

LOC I-SQK	APP CRS	Rwy Idg	6500
108.35	185°	TDZE	867
		Apt Elev	867

ILS RWY 18

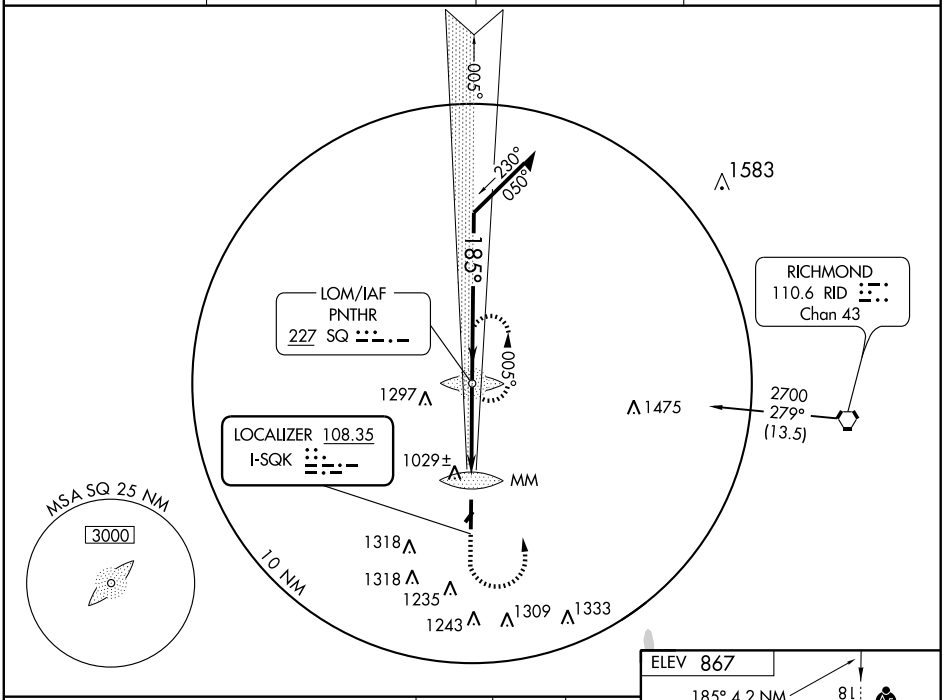
CONNERSVILLE / METTEL FIELD (CEV)

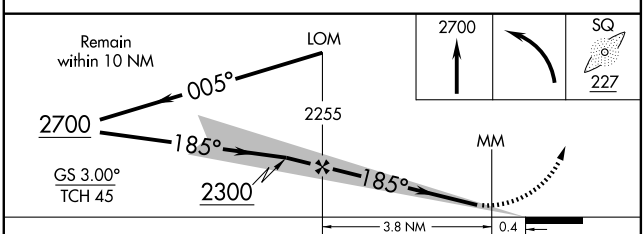
NA — Obtain local altimeter setting on CTAF; when not received, use Dayton altimeter setting.

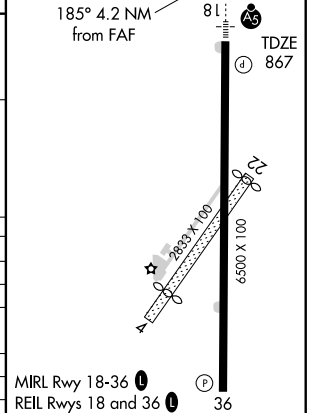
MALSR

MISSED APPROACH: Climb to 2700, then left turn direct SQ LOM and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.325	134.45 352.05	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 18		1067-½	200 (200-½)	
S-LOC 18	1280-½	413 (500-½)	1280-¾	413 (500-¾)
CIRCLING	1420-1	553 (600-1)	1440-1½ 573 (600-1½)	1680-2¾ 813 (900-2¾)
DAYTON ALTIMETER SETTING MINIMUMS				
S-ILS 18		1188-½	321 (400-½)	
S-LOC 18	1400-½	533 (600-½)	1400-1 533 (600-1)	1400-1¼ 533 (600-1¼)
CIRCLING	1540-1	673 (700-1)	1560-2 693 (700-2)	1800-3 933 (1000-3)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6500
CH 93699	185°	TDZE	867
W18A		Apt Elev	867

RNAV (GPS) RWY 18

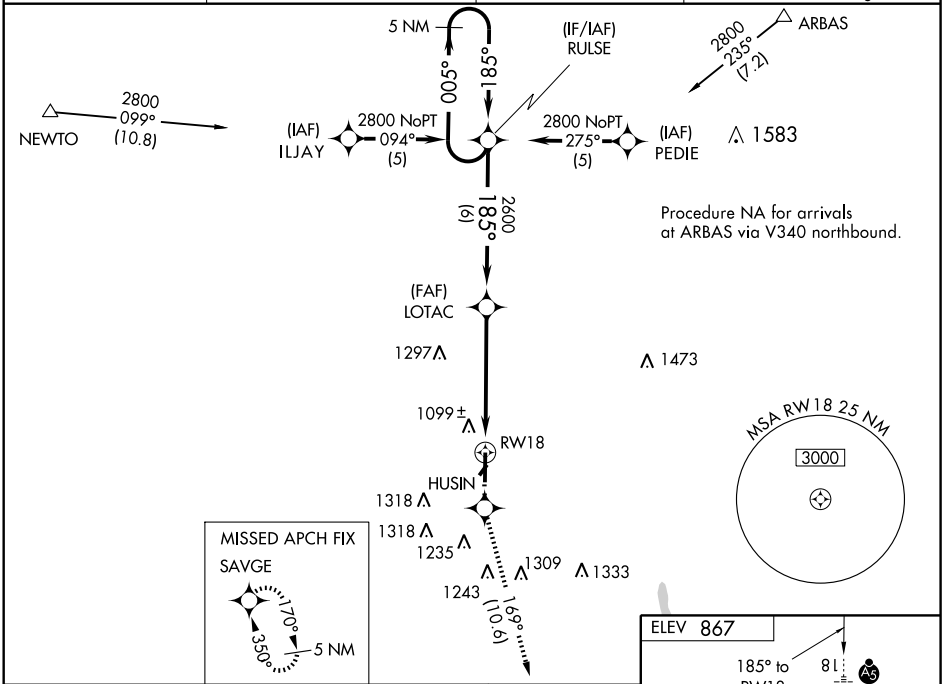
CONNERSVILLE / METTEL FIELD (CEV)

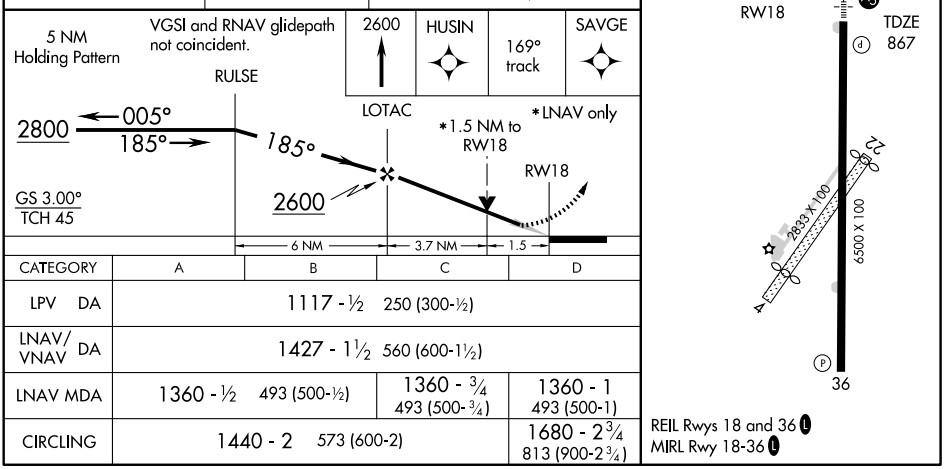
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use James M. Cox Dayton Intl, OH altimeter setting and increase all DAs/MDAs 140 feet. VDP and Baro-VNAV NA when using James M. Cox Dayton Intl, OH altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to ¾ mile.

MALSR

MISSED APPROACH: Climb to 2600 direct HUSIN and via 169° track to SAVGE and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.325	134.45 352.05	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1117 - ½ 250 (300-½)			
LNAV/VNAV DA	1427 - 1½ 560 (600-1½)			
LNAV MDA	1360 - ½ 493 (500-½)		1360 - ¾ 493 (500-¾)	1360 - 1 493 (500-1)
CIRCLING	1440 - 2 573 (600-2)			1680 - 2¾ 813 (900-2¾)

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6500
350°	TDZE	861
	Apt Elev	867

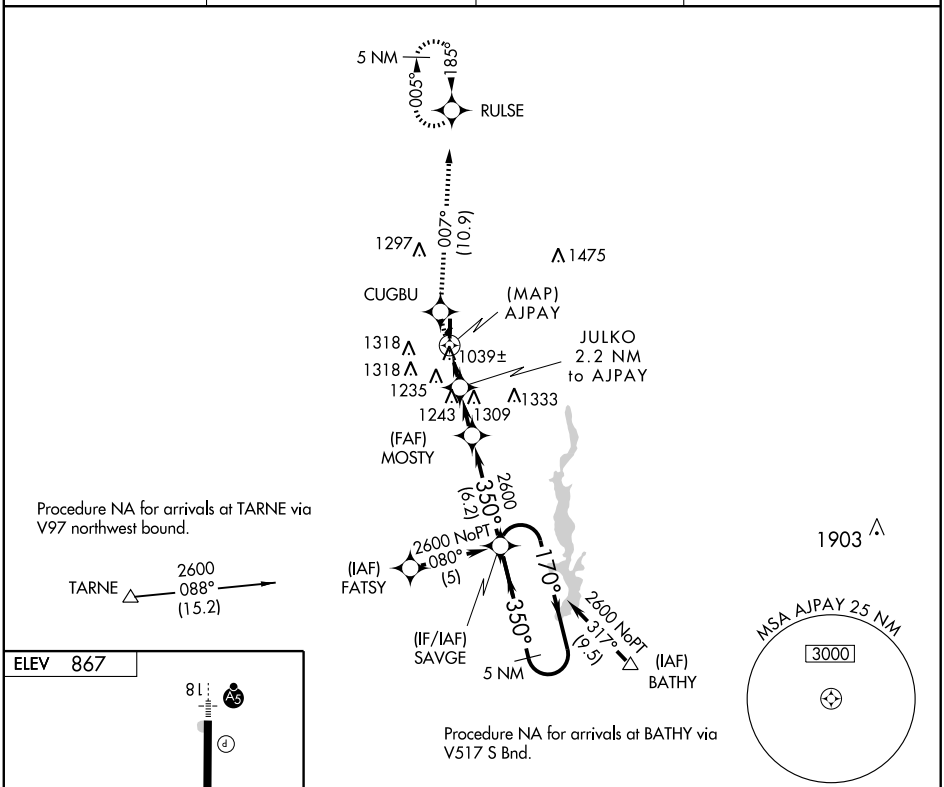
RNAV (GPS) RWY 36

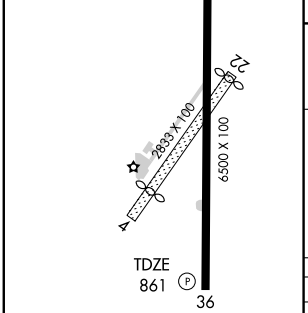
CONNERSVILLE / METTEL FIELD (CEV)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use James M. Cox Dayton Intl, OH altimeter setting and increase all MDAs 140 feet.
NA VDP NA when using James M. Cox Dayton Intl, OH altimeter setting.

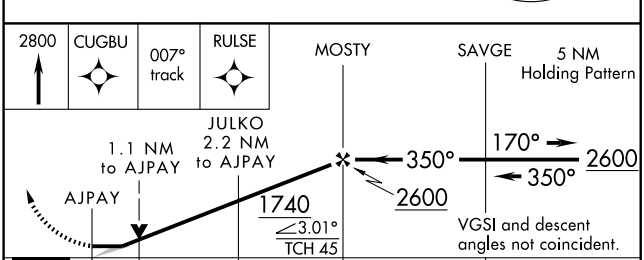
MISSED APPROACH: Climb to 2800 direct CUGBU and via 007° track to RULSE and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.325	134.45 352.05	121.725	122.8 (CTAF) L





REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	1380-1	519 (600-1)	1380-1½ 519 (600-1½)	1380-1¾ 519 (600-1¾)
CIRCLING	1420-1	553 (600-1)	1440-1½ 573 (600-1½)	1680-2¾ 813 (900-2¾)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC RID	APP CRS	Rwy Idg	N/A
110.6	260°	TDZE	N/A
Chan 43		Apt Elev	867

VOR-A

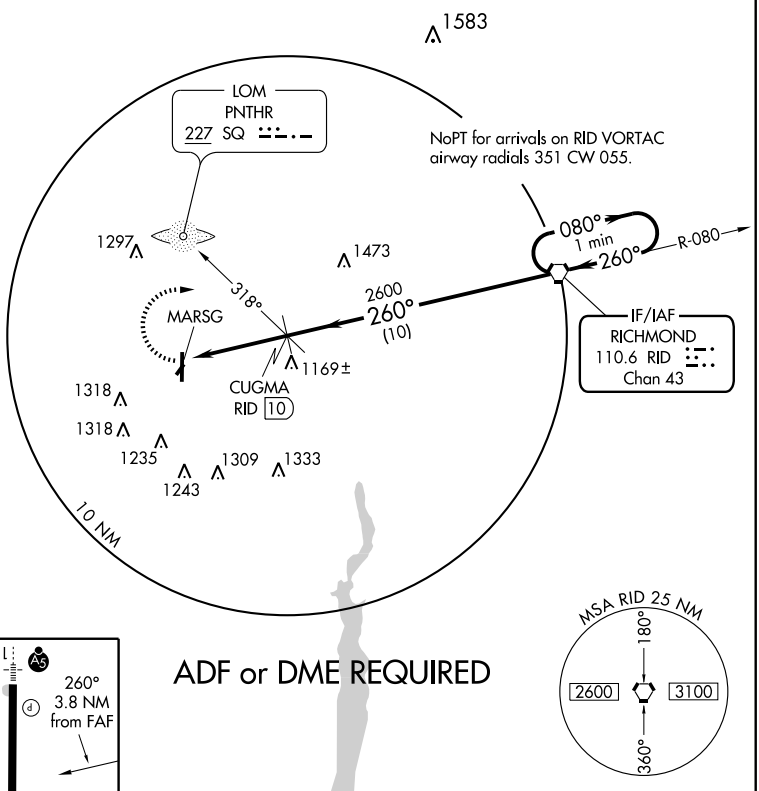
CONNERSVILLE / METTEL FIELD (CEV)

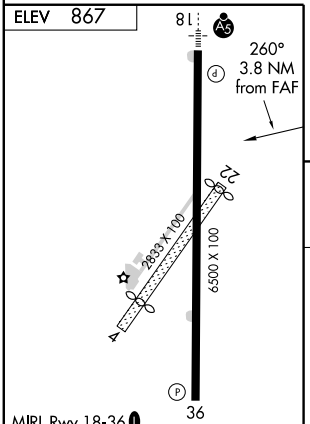
If local altimeter setting not received, use James M. Cox Dayton Intl, OH altimeter setting and increase all MDAs 140 feet.

NA

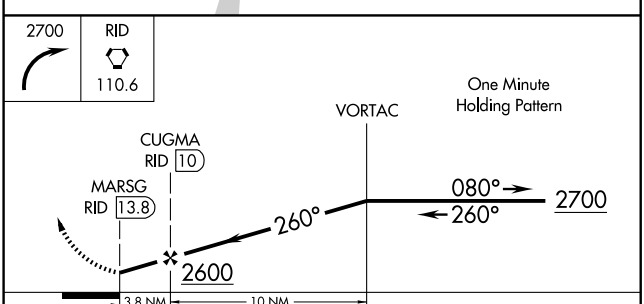
MISSED APPROACH: Climbing right turn to 2700 direct RID VORTAC and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.325	134.45 352.05	121.725	122.8 (CTAF) L





FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

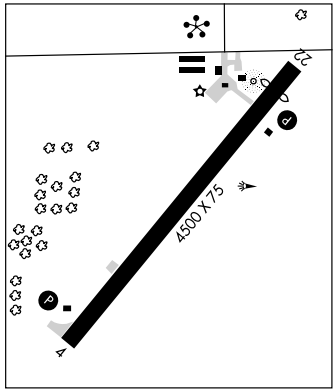


CATEGORY	A	B	C	D
CIRCLING	1420-1 553 (600-1)		1440-1½ 573 (600-1½)	1680-2¾ 813 (900-2¾)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

CONVERSE (1I8) 1 W UTC−5(−4DT) N40°34.25′ W85°53.50′ CHICAGO
840 NOTAM FILE HUF
RWY 07–25: H1800X75 (ASPH–CONC)
RWY 07: Thld dsplcd 38′. **RWY 25:** Thld dsplcd 38′. Crops.
AIRPORT REMARKS: Unattended. Rwy 07–25 75′ wide concrete overlaid with 37′ wide asph strip down middle of rwy. Loose gravel on rwy. Radio controlled airplanes on and invof arpt.
COMMUNICATIONS: CTAF 122.9

CRAWFORDSVILLE MUNI (CFJ) 4 S UTC−5(−4DT) N39°58.54′ W86°55.19′ ST. LOUIS
799 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF L–27D
RWY 04–22: H4500X75 (ASPH) S–16, D–25 MIRL IAP
RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Crops.
RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Thld dsplcd 200′. Tree.
AIRPORT REMARKS: Attended Nov–Mar 1300–2200Z‡, Apr–Oct 1300–0000Z‡. Parachute Jumping. MIRL Rwy 04–22 preset on low ints; to increase ints and ACTIVATE PAPI and REIL Rwys 04 and 22—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **INDIANAPOLIS APP/DEP CON** 119.05
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BRICKYARD (H) VORTACW 116.3 VHP Chan 110 N39°48.88′ W86°22.05′ 290° 27.3 NM to fld. 823/1E.
NDB (MHW) 388 CFJ N39°58.86′ W86°54.94′ at fld. NDB unmonitored.



CROWNPOINT N41°24.25′ W87°14.27′ CHICAGO
RCO 123.65 (TERRE HAUTE RADIO) L–28I

DAVIESS CO (See WASHINGTON)

DE KALB CO (See AUBURN)

DELAWARE CO–JOHNSON FLD (See MUNCIE)

DELPHI MUNI (1I9) 3 S UTC−5(−4DT) N40°32.58′ W86°40.89′ CHICAGO
671 B S2 **FUEL:** 100LL, MOGAS NOTAM FILE HUF
RWY 18–36: H2898X60 (CONC) MIRL
RWY 18: Thld dsplcd 248′. **RWY 36:** Crops.
AIRPORT REMARKS: Attended irregularly. Arpt unattended Christmas. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF 122.9

EAGLE CREEK AIRPARK (See INDIANAPOLIS)

EARLE N40°25.59′ W87°03.11′ NOTAM FILE LAF. CHICAGO
NDB (LOM) 401 LA 100° 5.3 NM to Purdue University. LOM unmonitored.

NDB CFJ 388	APP CRS 040°	Rwy Idg 4500 TDZE 797 Apt Elev 799

NDB RWY 4

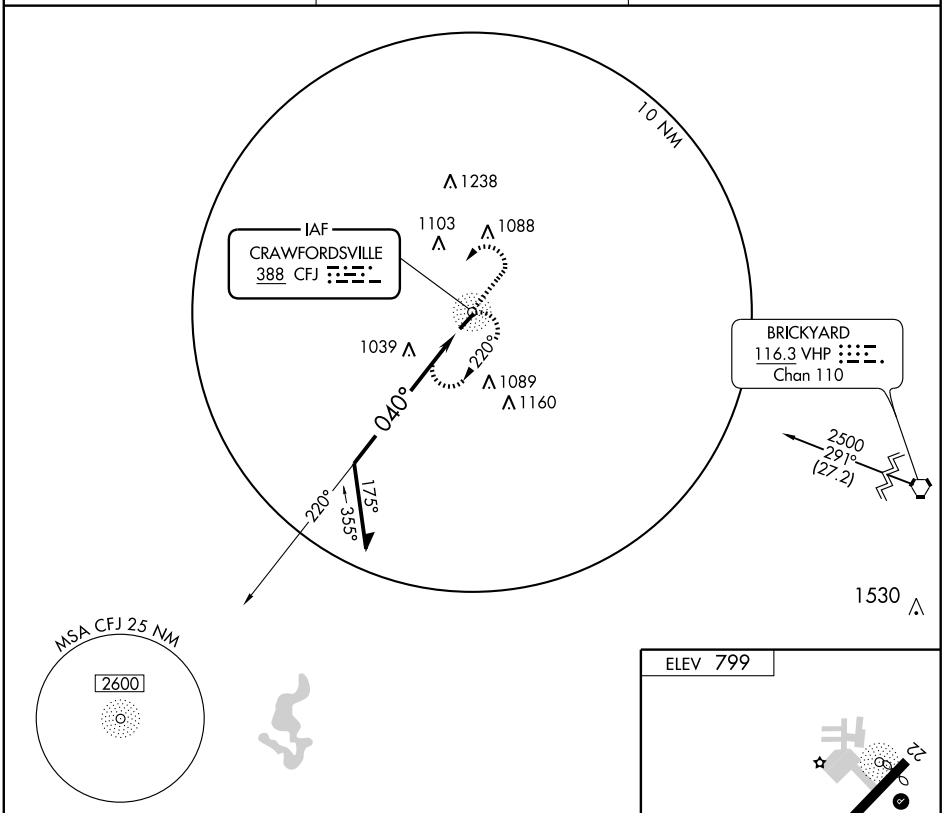
CRAWFORDSVILLE MUNI (CFJ)

NA

Use Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2400 then left turn direct CFJ NDB and hold.

PUTNAM COUNTY AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05 317.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-4	1400-1 603 (700-1)		1400-1¾ 603 (700-1¾)	1400-2 603 (700-2)
CIRCLING	1400-1 601 (700-1)		1400-1¾ 601 (700-1¾)	1400-2 601 (700-2)

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

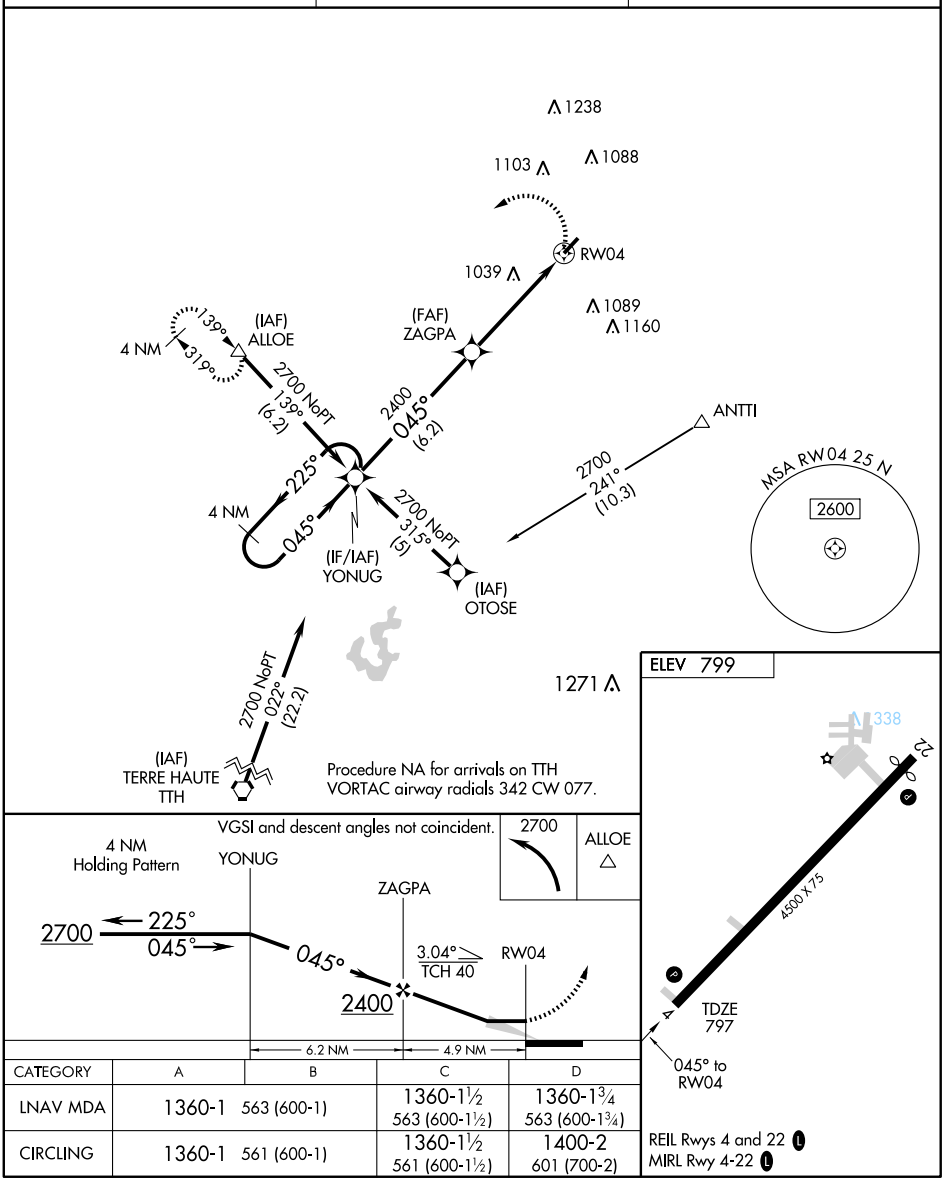
APP CRS	Rwy Idg	4500
045°	TDZE	797
	Apt Elev	799

RNAV (GPS) RWY 4
CRAWFORDSVILLE MUNI (CFJ)

DME/DME RNP-0.3 NA. Use Putnam County altimeter setting, when not received, use Indianapolis Intl altimeter setting and increase all MDA 40 feet. Increase LNAV Cat C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2700 direct ALLOE and hold.

PUTNAM COUNTY AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05 317.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1360-1	563 (600-1)	1360-1½ 563 (600-1½)	1360-1¾ 563 (600-1¾)
CIRCLING	1360-1	561 (600-1)	1360-1½ 561 (600-1½)	1400-2 601 (700-2)

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4300
225°	TDZE	799
	Apt Elev	799

RNAV (GPS) RWY 22

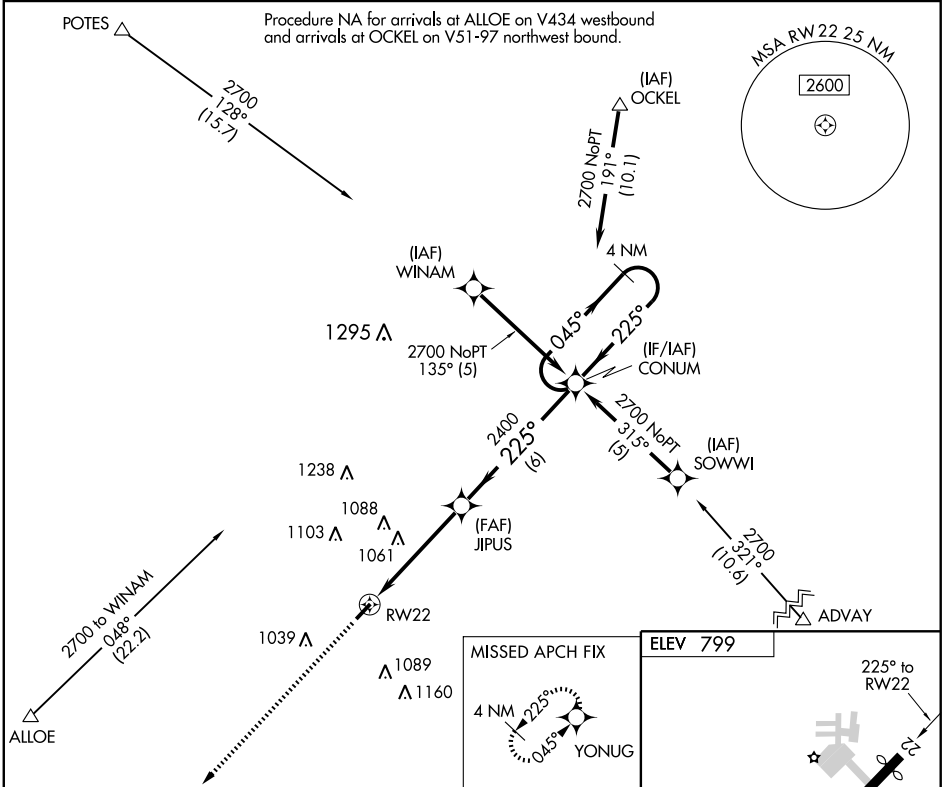
CRAWFORDSVILLE MUNI (CFJ)

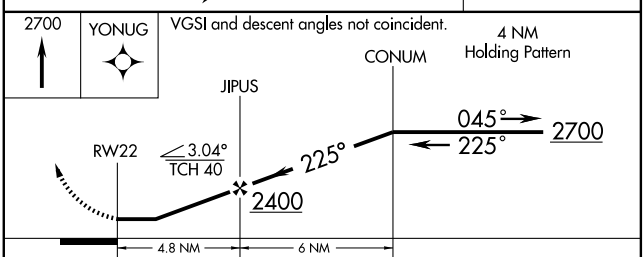
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Putnam County altimeter setting, when not received use Indianapolis Intl altimeter setting and increase all MDA 40 feet. Increase LNAV Cat C and D and Circling Cat C visibility ¼ mile.

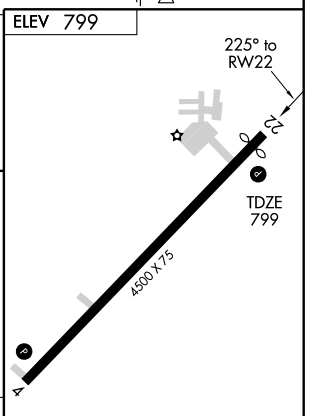
MISSED APPROACH: Climb to 2700 direct YONUG and hold.

PUTNAM COUNTY AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05 317.8	122.8 (CTAF) L

Procedure NA for arrivals at ALLOE on V434 westbound and arrivals at OCKEL on V51-97 northwest bound.







CATEGORY	A	B	C	D
LNAV MDA	1380-1	581 (600-1)	1380-1½ 581 (600-1½)	1380-1¾ 581 (600-1¾)
CIRCLING	1380-1	581 (600-1)	1380-1½ 581 (600-1½)	1400-2 601 (700-2)

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5287 (FAA)

ELKHART MUNI (EKM)
ELKHART, INDIANA

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ELKHART, INDIANA
ELKHART MUNI (EKM)

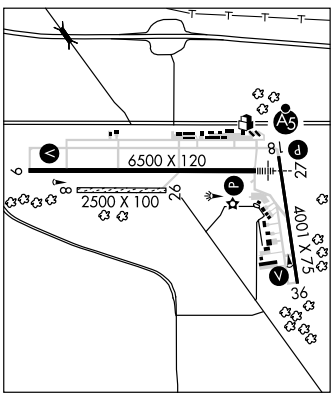
10210

ELKHART

ELKHART MUNI (EKM) 3 NW UTC−5(−4DT) N41°43.16′ W86°00.10′ CHICAGO

778 B S4 **FUEL** 100LL, JET A OX 4 TPA—1778(1000) Class IV, ARFF Index A **H–5E, 10F, L–28I**
NOTAM FILE EKM **IAP, AD**

RWY 09–27: H6500X120 (CONC) S–40, D–60, 2D–120 HIRL
RWY 09: REIL. VASI(V4L)—GA 3.0° TCH 49′. Trees.
RWY 27: MALSR PAPI(P4L)—GA 3.0° TCH 45′. Trees
RWY 18–36: H4001X75 (ASPH–GRVD) S–45, D–65, 2S–82 MIRL
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 37′. Bldg.
RWY 36: REIL. VASI(V4L)—GA 3.5° TCH 46′. Trees.
RWY 08–26: 2500X100 (TURF)
RWY 08: Crops. **RWY 26:** Crops.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 08:	TORA–2500	TODA–2500	ASDA–2500	LDA–2500
RWY 09:	TORA–6500	TODA–6500	ASDA–6500	LDA–6500
RWY 18:	TORA–4001	TODA–4001	ASDA–4001	LDA–4001
RWY 26:	TORA–2500	TODA–2500	ASDA–2500	LDA–2500
RWY 27:	TORA–6500	TODA–6500	ASDA–6500	LDA–6500
RWY 36:	TORA–4001	TODA–4001	ASDA–4001	LDA–4001

AIRPORT REMARKS: Attended 1100–0300Z‡. CLOSED to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90-day PPR, call arpt manager 574–264–5217, after hrs ctc city communications center 574–293–2175. Uncontrolled vehicles on acft aprons N side of arpt. Rwy 08–26 marked with white corner markers. VFR only and only opr during twr hrs. When twr clsd MIRL Rwy 18–36; HIRL Rwy 09–27 preset low ints; to increase ints and ACTIVATE VASI Rwy 09 and Rwy 36, PAPI Rwy 18 and Rwy 27, REIL Rwy 09, Rwy 18 and Rwy 36 and MALSR Rwy 27—CTAF. Twy A not avbl to acft with more than 30 passenger seats. Rwy 27 touchdown runway visual range avbl.
WEATHER DATA SOURCES: AWOS–3 124.475 (574) 264–9002.
COMMUNICATIONS: CTAF 119.5 **UNICOM** 122.95
GOSHEN RCO 122.1R 113.7T (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 118.55 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 127.55
TOWER 119.5 (Mon–Fri 1100–0300Z‡, Sat 1100–0100Z‡, Sun 1200–0300Z‡) **GND CON** 121.8
CLNC DEL 121.8 **SOUTH BEND CLNC DEL** 119.7 (When Elkhart twr clsd).
AIRSPACE: CLASS D svc Mon–Fri 1100–0300Z‡, Sat 1100–0100Z‡, Sun 1200–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
GIPPER (H) VORTACW 115.4 GIJ Chan 101 N41°46.12′ W86°19.11′ 102° 14.5 NM to fld. 804/00E. **HIWAS.**
GOSHEN (H) VORTAC 113.7 GSH Chan 84 N41°31.51′ W86°01.68′ 005° 11.7 NM to fld. 852/00E.
NOTAM FILE GSH.
ILS 111.5 I–OUP Rwy 27. Class IB.

MISHAWAKA PILOTS CLUB (3C1) 3 SW UTC−5(−4DT) N41°39.42′ W86°02.08′ CHICAGO

755 B NOTAM FILE HUF
RWY 12–30: 3140X100 (TURF)
RWY 12: Thld dsplcd 690′. Trees. **RWY 30:** Thld dsplcd 520′. Trees.
RWY 03–21: H2243X40 (ASPH) LIRL
RWY 03: Thld dsplcd 187′. Road. **RWY 21:** Thld dsplcd 200′. Road.
AIRPORT REMARKS: Attended irregularly. Rwy 12–30 dsplcd thlds marked with white tires.
COMMUNICATIONS: CTAF 122.9

EMINENCE

PAM'S PLACE (78I) 3 SW UTC−5(−4DT) N39°30.10′ W86°41.31′ ST. LOUIS

795 S4 NOTAM FILE HUF
RWY 10–28: 3630X100 (TURF)
RWY 10: Thld dsplcd 745′. Trees. **RWY 28:** Thld dsplcd 750′. Road. Rgt tfc.
RWY 18–36: 1629X100 (TURF)
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. Deer and birds on and invof arpt. Rwy 10–28 edges marked with grassline; dsplcd thlds marked with 3 traffic cones.
COMMUNICATIONS: CTAF 122.9

LOC I-OUP	APP CRS	Rwy Idg	6500
111.5	274°	TDZE	777
		Apt Elev	778

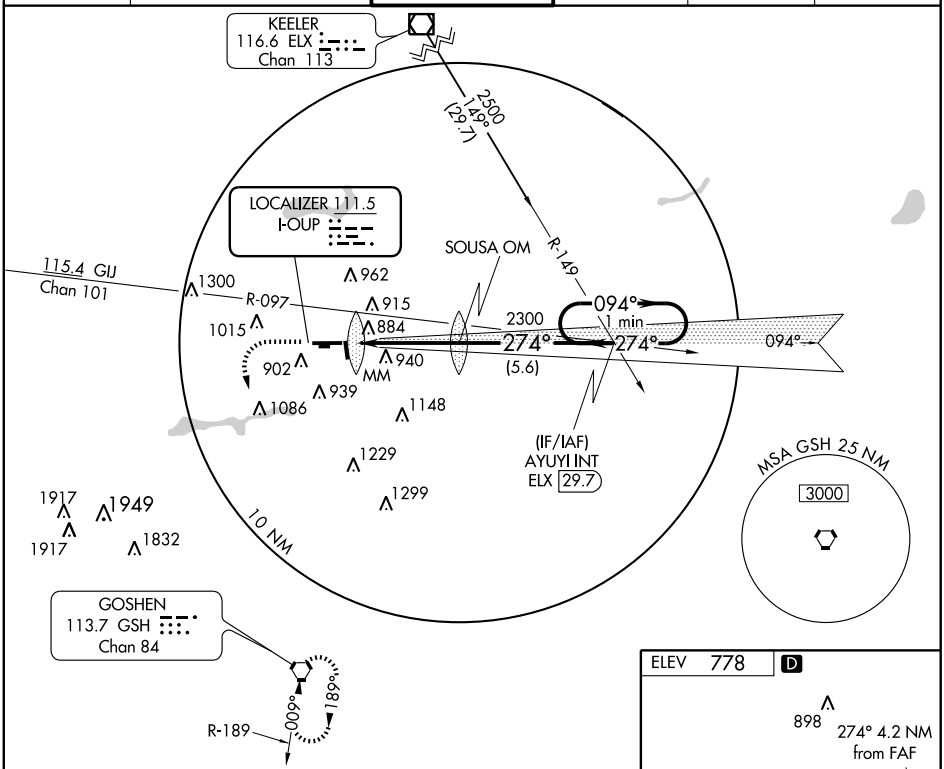
ILS or LOC RWY 27
ELKHART MUNI (EKM)

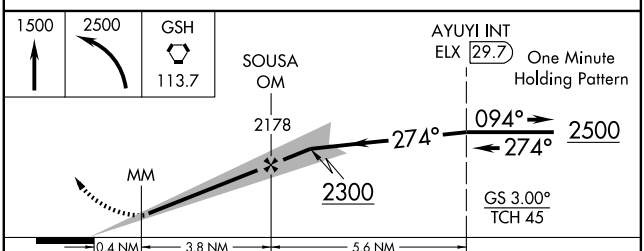
If local altimeter setting not received use South Bend altimeter setting and increase all DAs/MDAs 40 feet.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

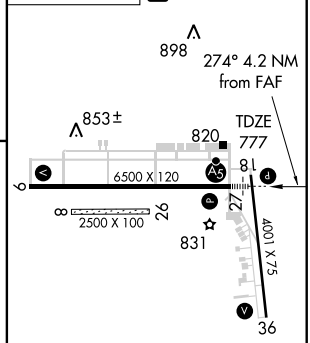
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct GSH VORTAC and hold.

AWOS-3	SOUTH BEND APP CON *		ELKHART TOWER *	GND CON	CLNC DEL	UNICOM
124.475	118.55	257.8	119.5 (CTAF) L	121.8	121.8	122.95







CATEGORY	A	B	C	D
S-ILS 27	*977/24 200 (200-½)			
S-LOC 27	1180/24 403 (500-½)		1180/40 403 (500-¾)	
CIRCLING	1220-1 442 (500-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6500
094°	TDZE	776
	Apt Elev	778

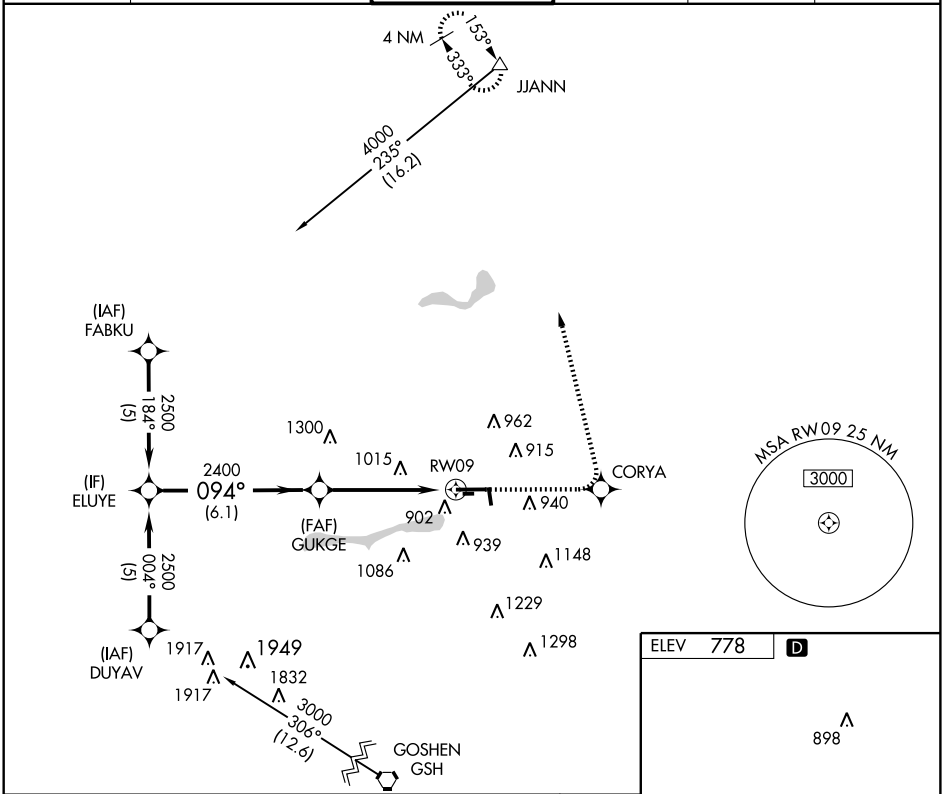
RNAV (GPS) RWY 9

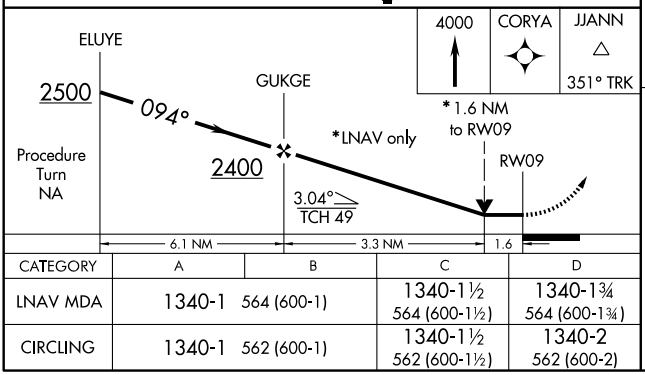
ELKHART MUNI (EKM)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.
VDP NA when using South Bend altimeter setting.

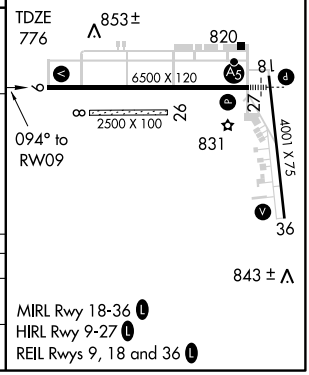
MISSED APPROACH: Climb to 4000 direct CORYA and via 351° track to JJANN and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95





CATEGORY	A	B	C	D
LNAV MDA	1340-1	564 (600-1)	1340-1½ 564 (600-1½)	1340-1¾ 564 (600-1¾)
CIRCLING	1340-1	562 (600-1)	1340-1½ 562 (600-1½)	1340-2 562 (600-2)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

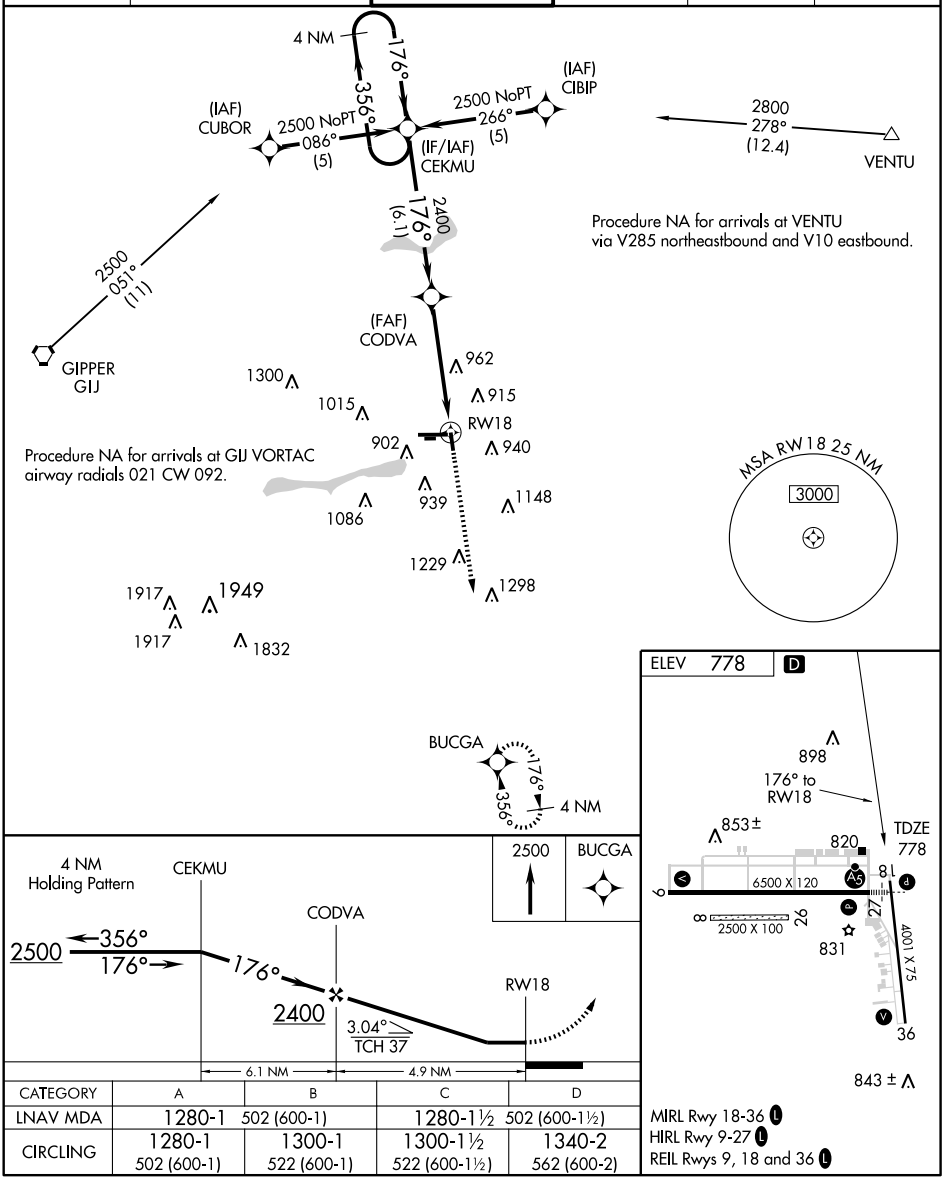
APP CRS	Rwy Idg	4001
176°	TDZE	778
	Apt Elev	778

RNAV (GPS) RWY 18
ELKHART MUNI (EKM)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 direct BUCGA and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95



CATEGORY	A	B	C	D
LNAV MDA	1280-1	502 (600-1)	1280-1½	502 (600-1½)
CIRCLING	1280-1	1300-1	1300-1½	1340-2
	502 (600-1)	522 (600-1)	522 (600-1½)	562 (600-2)

MIRL Rwy 18-36 L
HIRL Rwy 9-27 L
REIL Rwys 9, 18 and 36 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6500
CH 50107	274°	TDZE	777
W27A		Apt Elev	778

RNAV (GPS) RWY 27

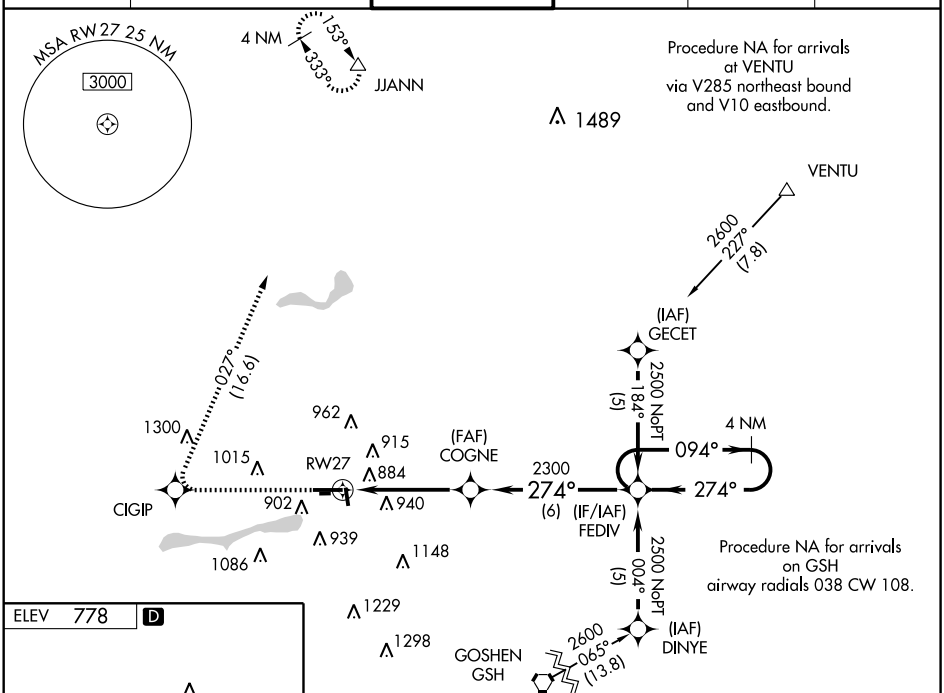
ELKHART MUNI (EKM)

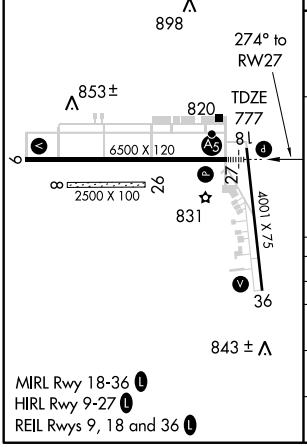
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use South Bend altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA with South Bend altimeter setting. For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats,increase LNAV Cat D visibility to RVR 6000.

MALSR

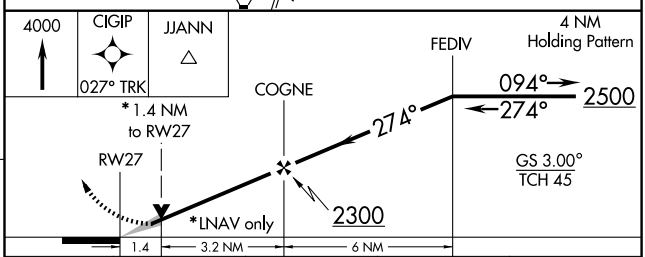
MISSED APPROACH: Climb to 4000 direct CIGIP and via 027° track to JJANN and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95





MIRL Rwy 18-36 L
HIRL Rwy 9-27 L
REIL Rwys 9, 18 and 36 L



CATEGORY	A	B	C	D
LPV DA	1070/24 293 (300-½)			
LNAV/ VNAV DA	1220/50 443 (500-1)			
LNAV MDA	1260/24 483 (500-½)		1260/40 483 (500-¾)	1260/50 483 (500-1)
CIRCLING	1260-1½ 482 (500-1½)	1300-1½ 522 (600-1½)		1340-2 562 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

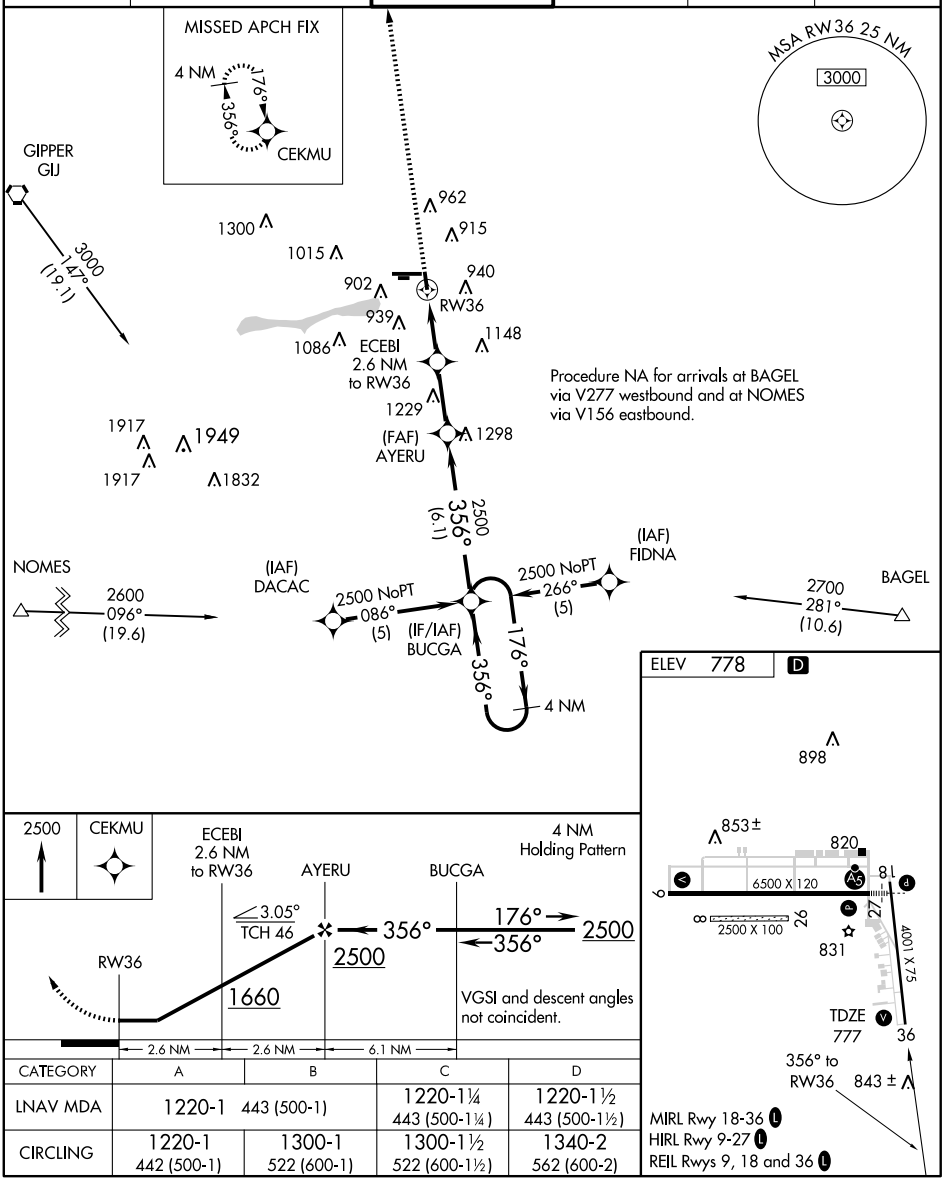
APP CRS	Rwy Idg	4001
356°	TDZE	777
	Apt Elev	778

RNAV (GPS) RWY 36
ELKHART MUNI (EKM)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 direct CEKMU and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95



CATEGORY	A	B	C	D
LNAV MDA	1220-1 443 (500-1)		1220-1¼ 443 (500-1¼)	1220-1½ 443 (500-1½)
CIRCLING	1220-1 442 (500-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GSH 113.7 Chan 84	APP CRS 009°	Rwy Idg 4001 TDZE 777 Apt Elev 778

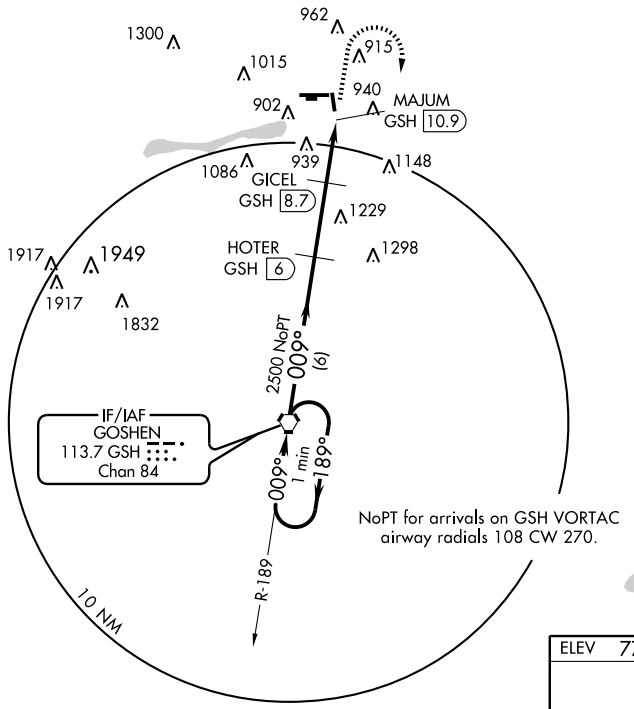
VOR/DME RWY 36

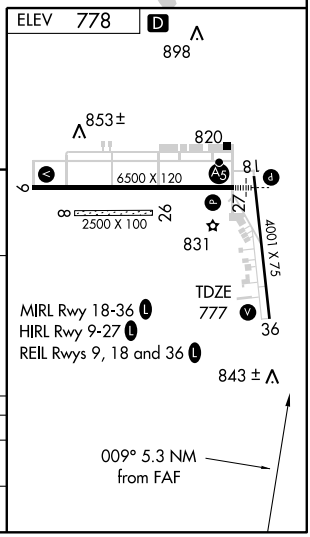
ELKHART MUNI (EKM)

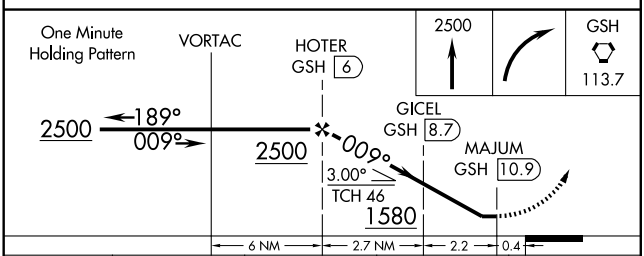
⚠ If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 then right turn direct GSH VORTAC and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95







CATEGORY	A	B	C	D
S-36	1220-1 443 (500-1)		1220-1¼ 443 (500-1¼)	1220-1½ 443 (500-1½)
CIRCLING	1220-1 442 (500-1)	1300-1 522 (600-1)	1300-1½ 522 (500-1½)	1340-2 562 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

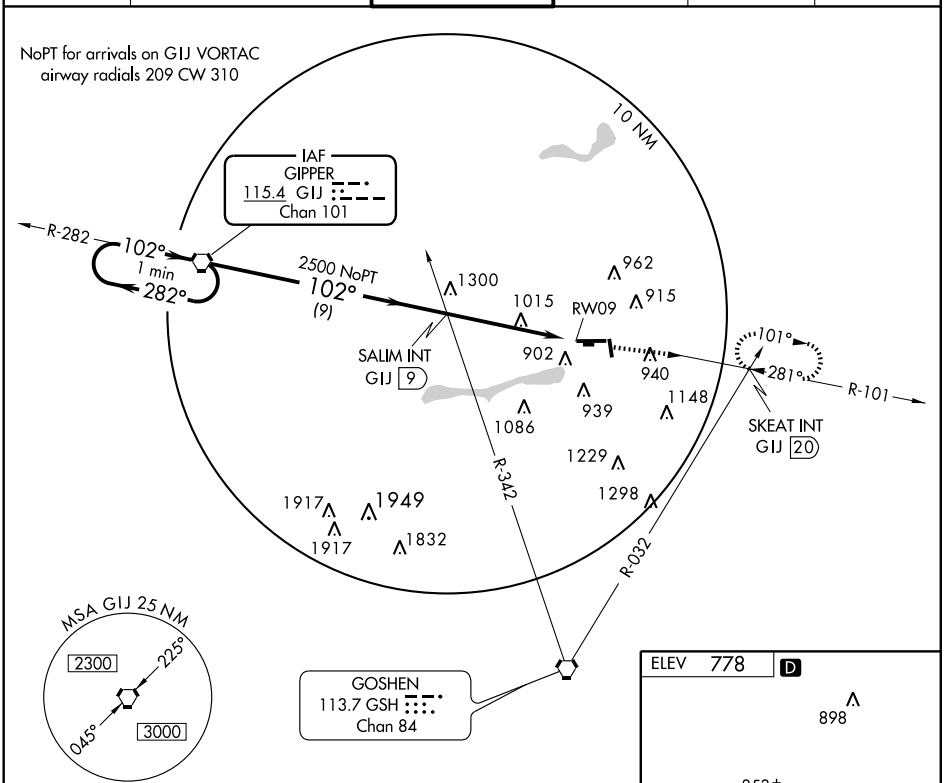
VORTAC GIJ 115.4 Chan 101	APP CRS 102°	Rwy Idg 6500 TDZE 776 Apt Elev 778

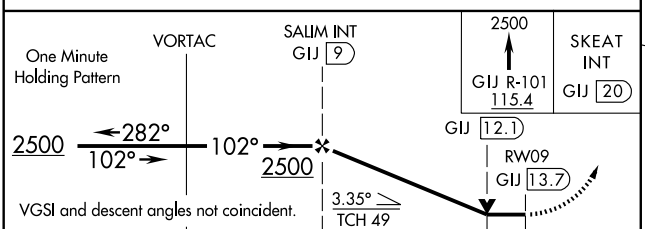
VOR RWY 9
ELKHART MUNI (EKM)

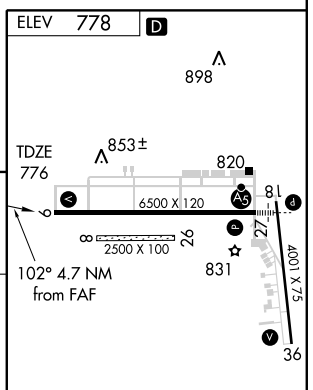
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet. VDP NA with South Bend altimeter setting.

MISSED APPROACH: Climb to 2500 via GIJ R-101 to SKEAT Int/GIJ 20 DME and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95







MIRL Rwy 18-36 L
HIRL Rwy 9-27 L
REIL Rwys 18 and 36 L

843 ± ∧

CATEGORY	A	B	C	D
S-9	1340-1	564 (600-1)	1340-1½ 564 (600-1½)	1340-1¾ 564 (600-1¾)
CIRCLING	1340-1	562 (600-1)	1340-1½ 562 (600-1½)	1340-2 562 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GIJ 115.4 Chan 101	APP CRS 281°	Rwy Idg 6500 TDZE 777 Apt Elev 778

VOR RWY 27

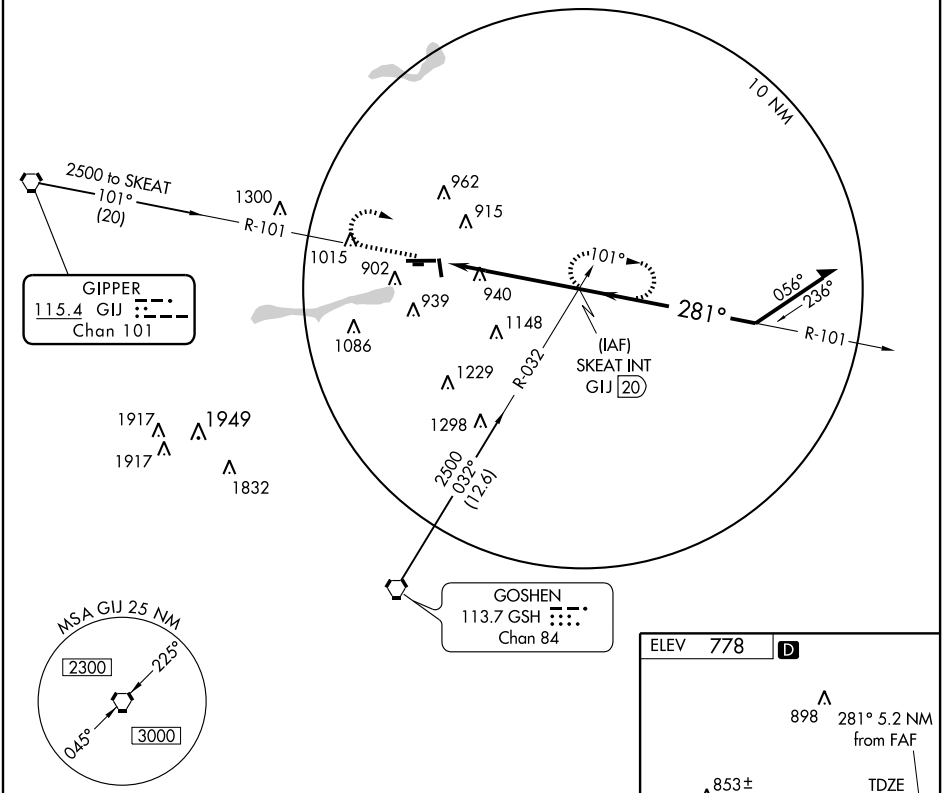
ELKHART MUNI (EKM)

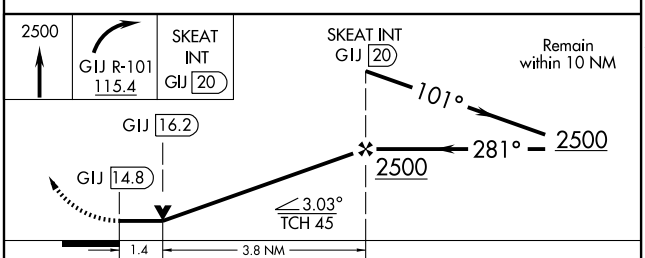
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet. VDP NA with South Bend altimeter setting. Inoperative table does not apply.

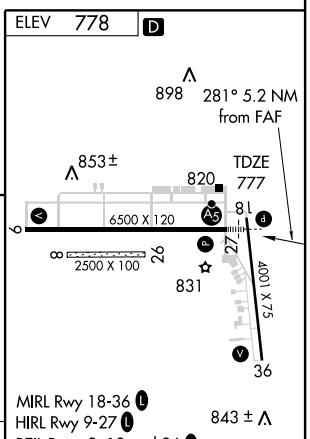
MALSR

MISSED APPROACH: Climb to 2500 then right turn via GIJ R-101 to SKEAT INT/GIJ 20 DME and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95







CATEGORY	A	B	C	D
S-27	1280/50	503 (600-1)	1280-1½	503 (600-1½)
CIRCLING	1280-1 502 (600-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

FAF to MAP 5.2 NM

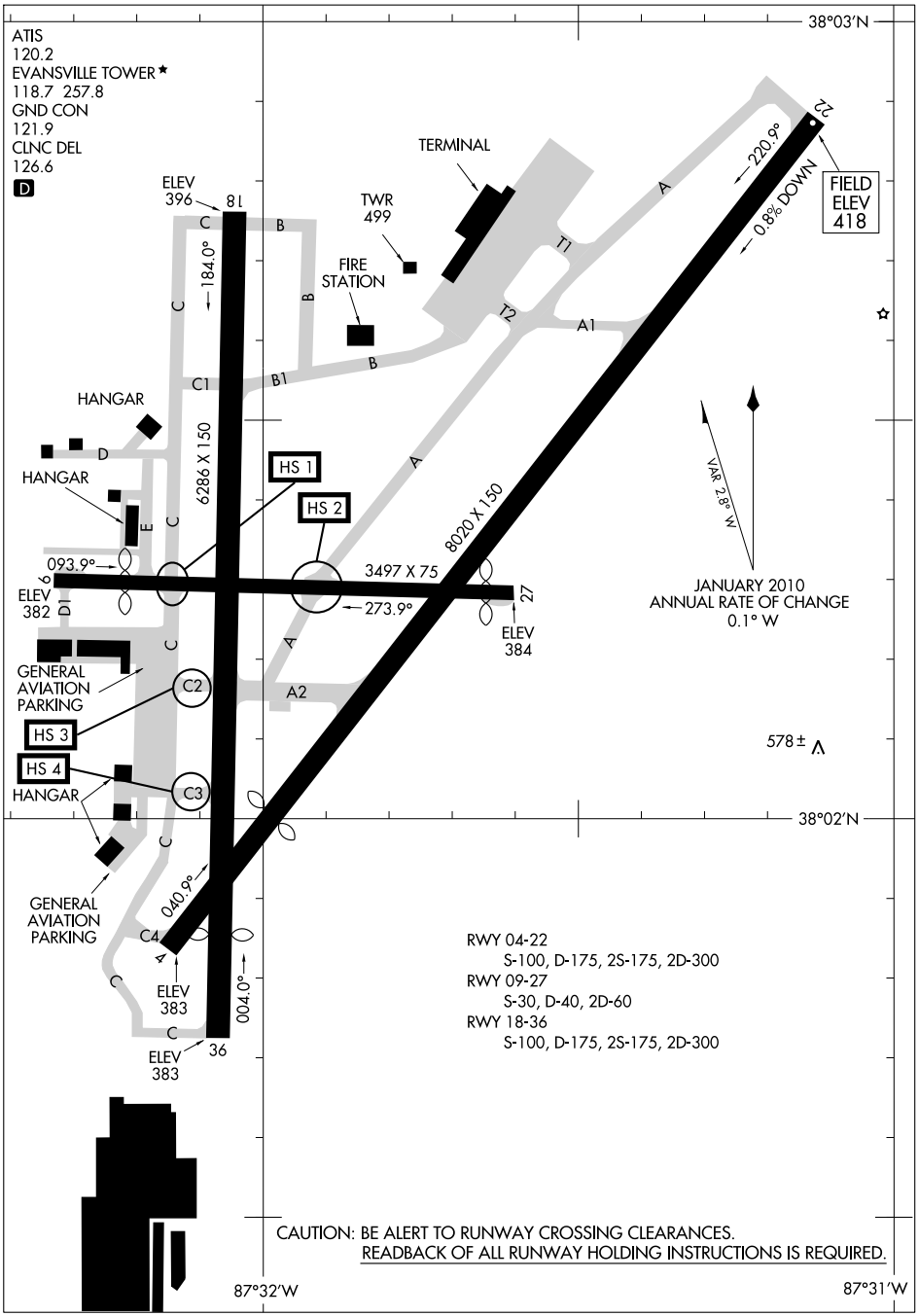
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-513 (FAA)

EVANSVILLE RGNL (EVV)
EVANSVILLE, INDIANA



EC-2, 21 OCT 2010 to 18 NOV 2010

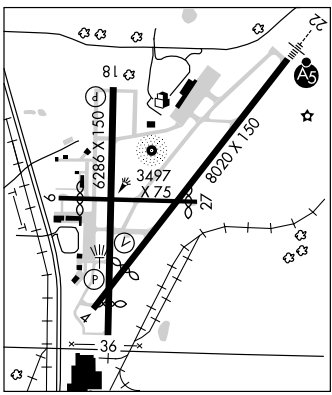
AIRPORT DIAGRAM

EVANSVILLE, INDIANA
EVANSVILLE RGNL (EVV)

10266

EVANSVILLE

EVANSVILLE RGNL (EVV) 3 N UTC−6(−5DT) N38°02.31′ W87°31.85′ **ST. LOUIS**
418 B S4 **FUEL** 100LL, JET A, OX 1, 2, 3 ARFF Index—See Remarks NOTAM FILE EVV **H–5E, L–16I**
RWY 04–22: H8020X150 (ASPH–GRVD) S–100, D–175, 2S–175, 2D–300 HIRL **IAP, AD**
RWY 04: REIL. VASI(V4L)—GA 3.0° TCH 52′. Thld dsplcd 1296′. Building.
RWY 22: MALSR. 0.8% down.
RWY 18–36: H6286X150 (ASPH–GRVD) S–100, D–175, 2S–175, 2D–300 MIRL
RWY 18: REIL. PAPI(P4R)—GA 3.66 TCH 62′. Pole.
RWY 36: REIL. PAPI(P4L)—GA 3.0 TCH 29′. Thld dsplcd 789′. Road.
RWY 09–27: H3497X75 (ASPH) S–30, D–40, 2D–60 MIRL
RWY 09: Thld dsplcd 529′. Road.
RWY 27: Thld dsplcd 218′. Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 18: TORA–5505 TODA–5505 ASDA–5505 LDA–5505
RWY 36: TORA–6286 TODA–6286 ASDA–6286 LDA–5505



AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Rwys 09–27 and Twy E, restricted to acft less than 50,000 lbs. Rwy 04 and Rwy 36 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. Twy E lgts OTS. Class I, ARFF Index B. Arpt has Index C ARFF capability–avbl on req, call 812–421–4408. HIRL Rwy 04–22 and Rwy 18–36 on when twr clsd; Ints level and lgts Rwy 09–27 predicated by weather forecast when twr clsd. ACTIVATE MALSR Rwy 22—CTAF.
WEATHER DATA SOURCES: ASOS (812) 426–2174. LAWRS.
COMMUNICATIONS: CTAF 118.7 **ATIS** 120.2 **UNICOM** 122.95
RCO 122.65 (TERRE HAUTE RADIO)
Ⓡ **APP/DEP CON** 126.4 (041–219°) 127.35 (220–040°) (1200–0500Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 128.3 (0500–1200Z‡)
TOWER 118.7 (1200–0500Z‡) **GND CON** 121.9 **CLNC DEL** 126.6
AIRSPACE: CLASS C svc 1200–0500Z‡ ctc **APP CON** other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
POCKET CITY (H) VORTACW 113.3 PXV Chan 80 N37°55.70′ W87°45.74′ 056° 12.8 NM to fld. 384/3E. **HIWAS.**
NDB (MHW) 284 PDW N38°02.41′ W87°31.86′ at fld. VFR only. NOTAM FILE EVV. Unmonitored when twr clsd. OTS indef.
VICCI NDB (LOM) 219 EV N38°07.60′ W87°26.44′ 219° 6.8 NM to fld.
ILS 109.9 I–DSO Rwy 04. Class IB. Unmonitored when twr clsd.
ILS 109.9 I–EVV Rwy 22 Class IE. LOM VICCI NDB. Unmonitored when twr clsd.
ASR (1200–0500Z‡)

SKYLANE (3EV) 1 NW UTC−6(−5DT) N38°01.70′ W87°35.68′ **ST. LOUIS**
380 S2 **FUEL** 100LL NOTAM FILE HUF
RWY 18–36: 2105X142 (TURF)
RWY 18: Pole. **RWY 36:** P–line.
AIRPORT REMARKS: Attended irregularly. Coordinate ingress/egress with Evansville App/Dep Con. Rwy 18–36 thlds marked with L shaped mats painted white.
COMMUNICATIONS: CTAF 122.9

FERDINAND N38°14.91′ W86°50.27′ NOTAM FILE HNB. **ST. LOUIS**
NDB (MHW) 239 FNZ 270° 5.5 NM to Huntingburg. **L–27D**

FLORA MUNI (5I2) 2 SW UTC−5(−4DT) N40°32.39′ W86°32.90′ **CHICAGO**
710 NOTAM FILE HUF
RWY 09–27: 2143X93 (TURF) LIRL
RWY 09: Road. **RWY 27:** Crops.
AIRPORT REMARKS: Unattended. Parachute Jumping.
COMMUNICATIONS: CTAF 122.9

FLYING U RANCH (See UNION MILLS)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
AKRON, OH		
AKRON-CANTON RGNL (CAK)	HS 1	ILS hold short line proximity to transient parking ramp.
	HS 2	Rwy 01-19 and Rwy 05-23 hold short line on Twy C east of Rwy 01-19.
	HS 3	Hold short lines on Twy K between Rwy 01-19 and Rwy 05-23 are nearly co-located.
CINCINNATI, OH		
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)	HS 1	Twy C and Rwy 03L apch area.
	HS 2	Twy A and Rwy 21R.
	HS 3	Departing acft on Rwy 21L can expect to hold short of Rwy 25 on Twy A.
	HS 4	Terminal ramp and Rwy 07, need ATC authorization to depart terminal ramp area.
CLEVELAND, OH		
CLEVELAND-HOPKINS INTL (CLE)	HS 1	Complex int of Rwy 06R-24L and Twy S, Twy L.
	HS 2	Complex int of Rwy 06R-24L and Twy R, Twy L.
COLUMBUS, OH		
OHIO STATE UNIVERSITY (OSU)	HS 1	When holding short of Rwy 09R, aircraft must clear Rwy 05 hold short line on Twy A, west of Rwy 05.
	HS 2	Rwy 05 hold short line close proximity to west ramp on Twy A.
	HS 3	Wrong rwy departure risk: Rwy 32 is not visible from hold short lines on Twy D.
	HS 4	Successive hold short lines on Twy A east of Twy D define Rwy 32 apch zone.
COLUMBUS, OH		
PORT COLUMBUS INTL (CMH)	HS 1	Full length departures for Rwy 28L expect Twy F.
	HS 2	Complex rwy/twy int.
	HS 3	Area not visible from the twr.
EVANSVILLE, IN		
EVANSVILLE RGNL (EVV)	HS 1	Pilots taxiing to Rwy 09 enter the rwy mid-field.
	HS 2	Rwy 27 and Twy A.
	HS 3	Rwy 18-36 in close proximity to General Aviation Ramp.
	HS 4	Rwy 18-36 in close proximity to General Aviation Ramp.
YOUNGSTOWN-WARREN, OH		
YOUNGSTOWN-WARREN RGNL (YNG)	HS 1	Rwy 23 hold short line on Twy H southeast of Rwy 23.
	HS 2	Complex Twy K-Twy F int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

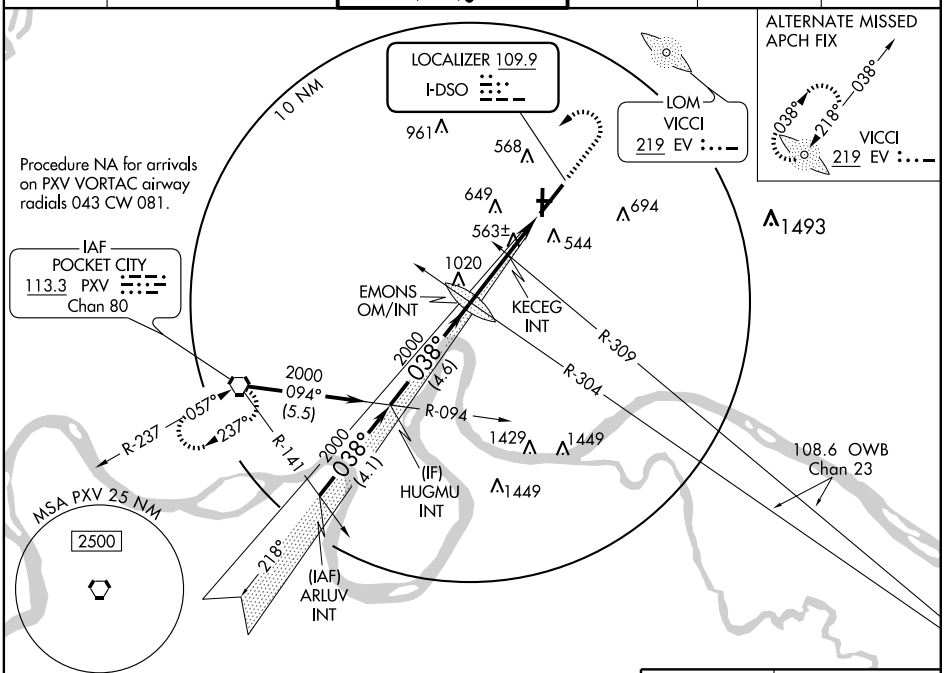
LOC I-DSO	APP CRS	Rwy Idg	6724
109.9	038°	TDZE	385
		Apt Elev	418

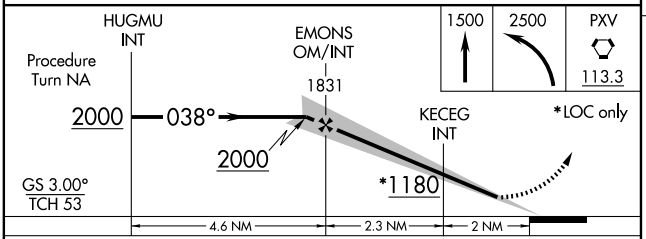
ILS or LOC RWY 4
EVANSVILLE RGNL (EVV)

ASR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct PXV VORTAC and hold.

ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7 (CTAF) L 257.8	121.9	126.6	122.95

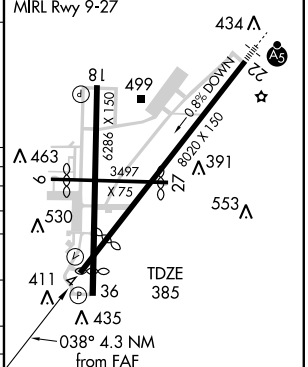




CATEGORY	A	B	C	D
S-ILS 4		585-¾ 200 (200-¾)		
S-LOC 4	1180-1 795 (800-1)	1180-1¼ 795 (800-1¼)	1180-2¼ 795 (800-2¼)	1180-2½ 795 (800-2½)
CIRCLING	1180-1 762 (800-1)	1180-1¼ 762 (800-1¼)	1180-2¼ 762 (900-2¼)	1180-2½ 762 (800-2½)
KECEG FIX MINIMUMS				
S-LOC 4	820-1 435 (500-1)		820-1¼ 435 (500-1¼)	820-1½ 435 (500-1½)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-1)

ELEV 418 D

HIRL Rwys 4-22 and 18-36
REIL Rwys 4, 18 and 36
MIRL Rwy 9-27



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-EVV	APP CRS	Rwy Idg	8020
109.9	218°	TDZE	418
		Apt Elev	418

ILS or LOC RWY 22
EVANSVILLE RGNL (EVV)

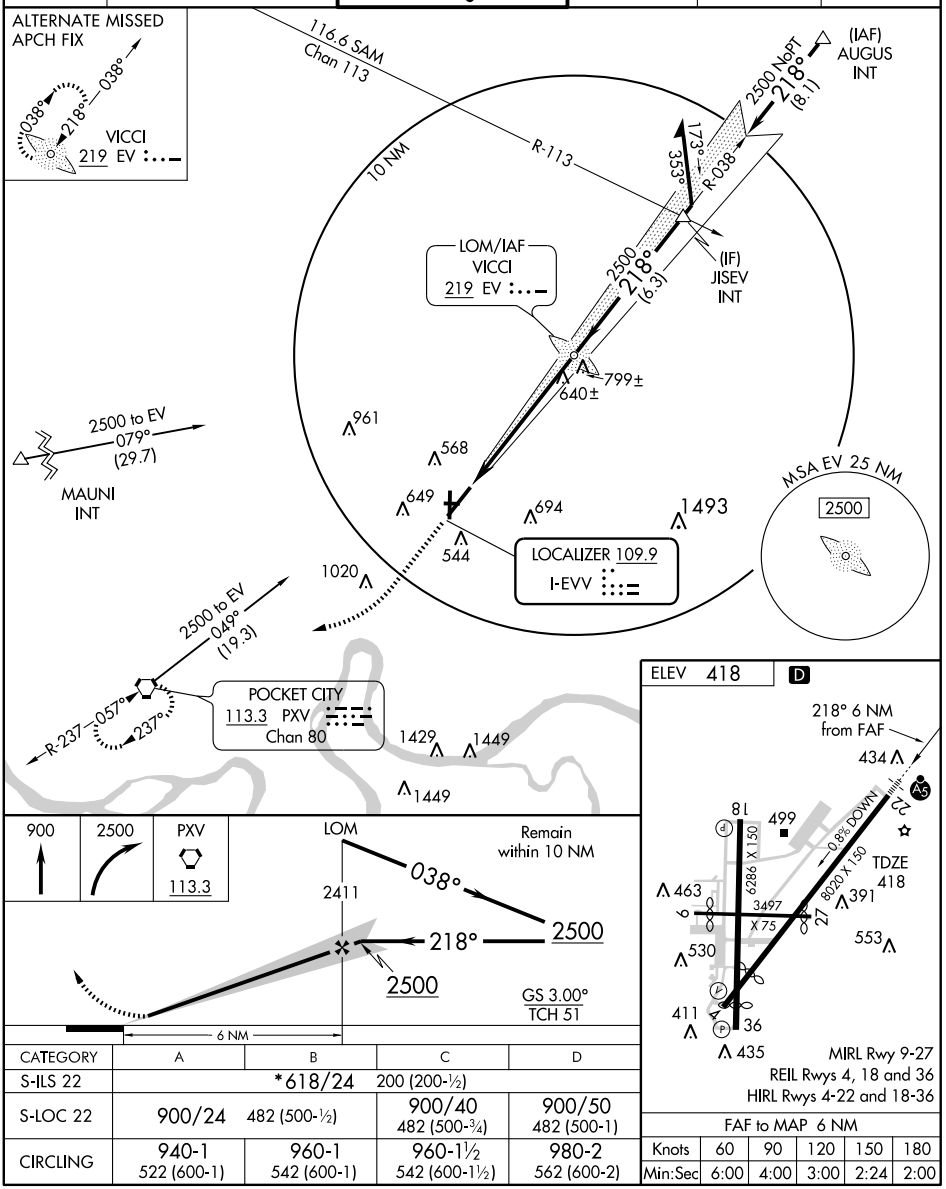
ASR

*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 2500 direct PXV VORTAC and hold.

ATIS	EVANSVILLE APP CON *	EVANSVILLE TOWER *	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7 (CTAF) L 257.8	121.9	126.6	122.95



CATEGORY	A	B	C	D
S-ILS 22	*618/24		200 (200-½)	
S-LOC 22	900/24 482 (500-½)		900/40 482 (500-¾)	900/50 482 (500-1)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-2)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOM EV	APP CRS	Rwy Idg	8020
219	218°	TDZE	418
		Apt Elev	418

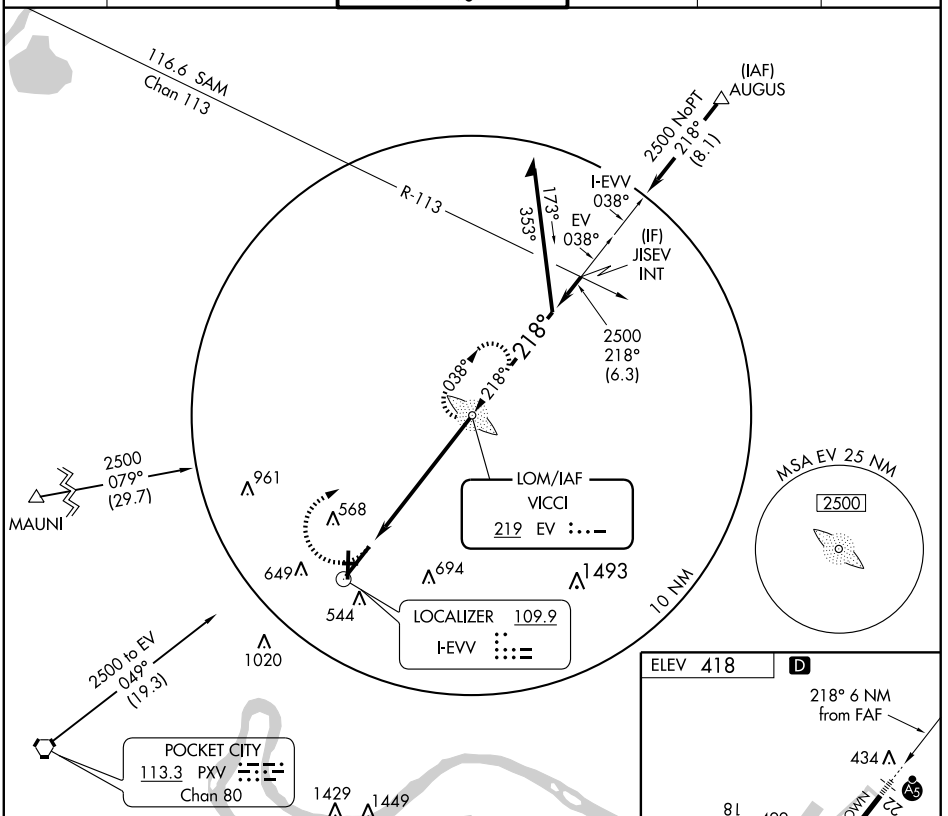
NDB RWY 22
EVANSVILLE RGNL (EVV)

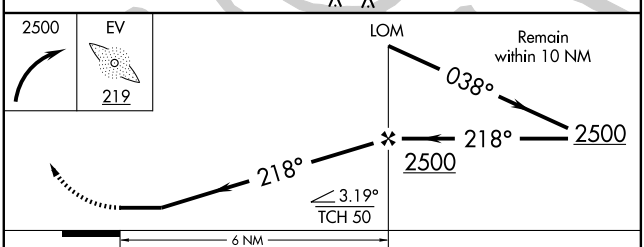
ASR

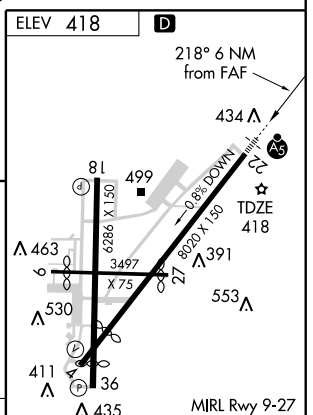
MALSR

MISSED APPROACH: Climbing right turn to 2500 direct EV LOM and hold.

ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7 (CTAF) L 257.8	121.9	126.6	122.95







CATEGORY	A	B	C	D
S-22	1060/40	642 (700-¾)	1060/60 642 (700-1¼)	1060-1¾ 642 (700-1¾)
CIRCLING	1060-1	642 (700-1)	1060-1¾ 642 (700-1¾)	1060-2 642 (700-2)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6724
CH 82711	038°	TDZE	385
W04A		Apt Elev	418

RNAV (GPS) RWY 4

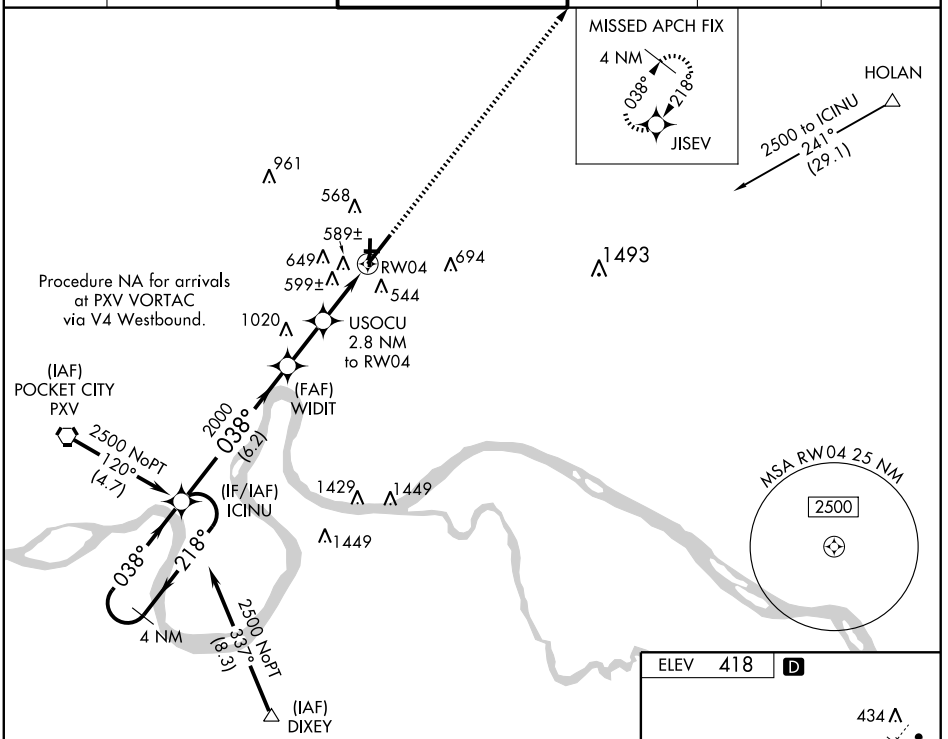
EVANSVILLE RGNL (EVV)

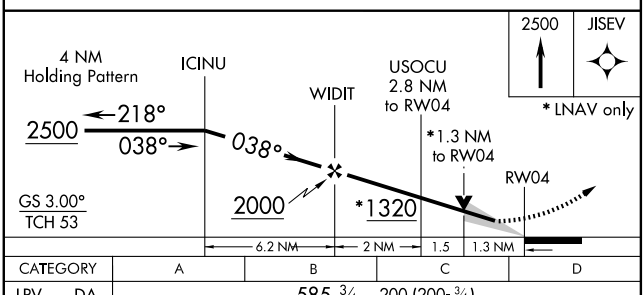
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

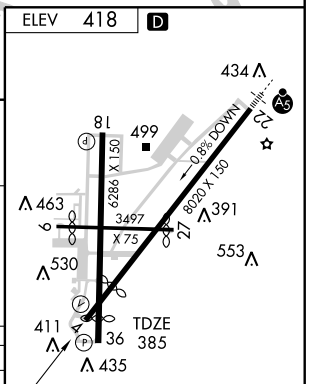
MISSED APPROACH: Climb to 2500 direct JISEV and hold.

ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7 (CTAF) L 257.8	121.9	126.6	122.95





CATEGORY	A	B	C	D
LPV DA	585-¾ 200 (200-¾)			
LNAV/VNAV DA	970-2 585 (600-2)			
LNAV MDA	860-1 475 (500-1)		860-1¼ 475 (500-1¼)	860-1½ 475 (500-1½)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-2)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8020
CH 42512	218°	TDZE	418
W22A		Apt Elev	418

RNAV (GPS) RWY 22

EVANSVILLE RGNL (EVV)

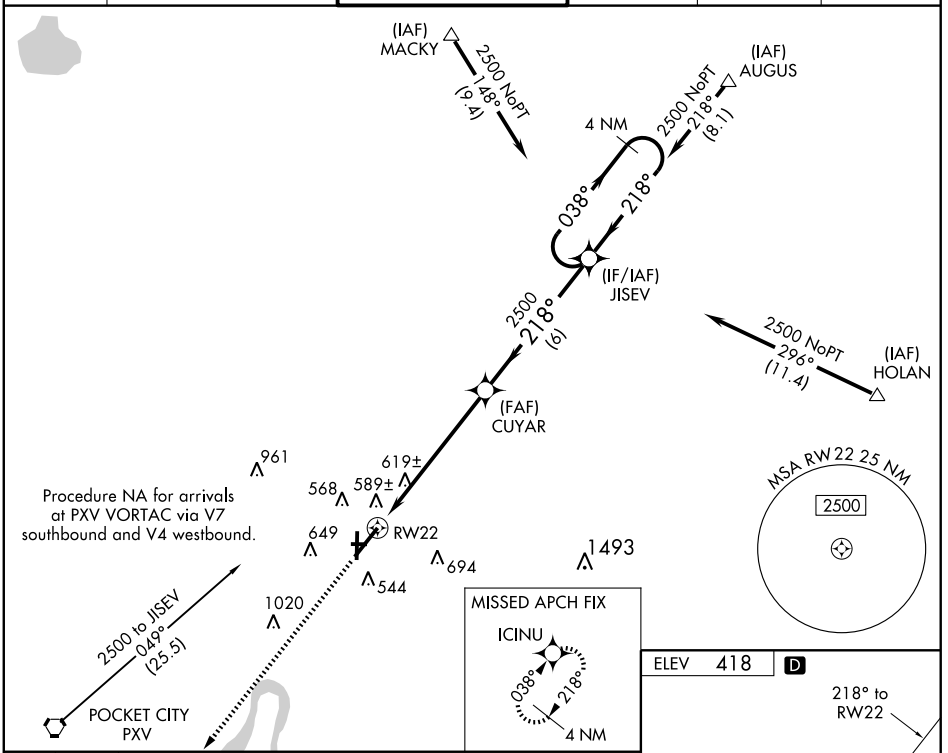
ASR

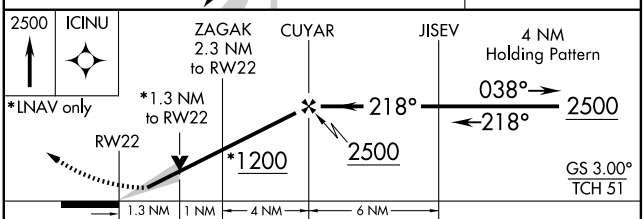
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

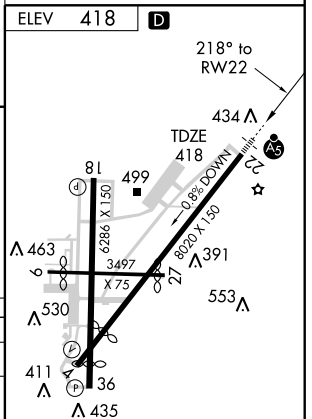
MALSR

MISSED APPROACH: Climb to 2500 direct ICINU and hold.

ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7(CTAF) L 257.8	121.9	126.6	122.95







CATEGORY	A	B	C	D
LPV DA	618/24		200 (200-½)	
LNAV/VNAV DA	910/60		492 (500-1¼)	
LNAV MDA	880/24	462 (500-½)	880/40 462 (500-¾)	880/50 462 (500-1)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-2)

MIRL Rwy 9-27
REIL Rwys 4, 18 and 36
HIRL Rwys 4-22 and 18-36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC PXV 113.3 Chan 80	APP CRS 057°	Rwy Idg 6724 TDZE 385 Apt Elev 418

VOR RWY 4

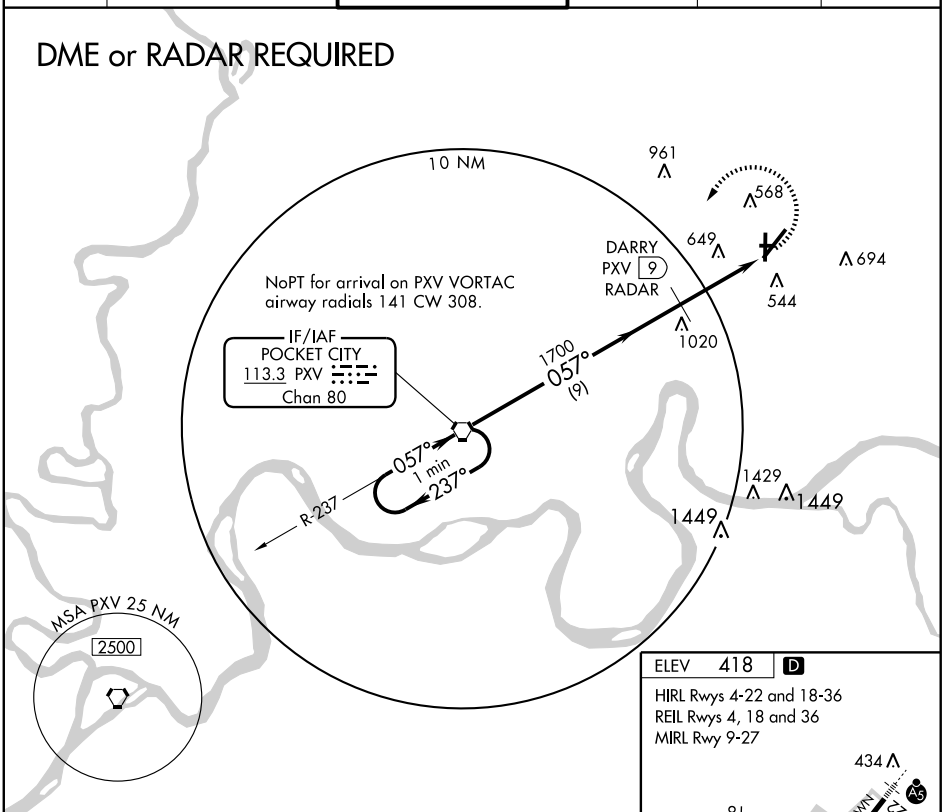
EVANSVILLE RGNL (EVV)

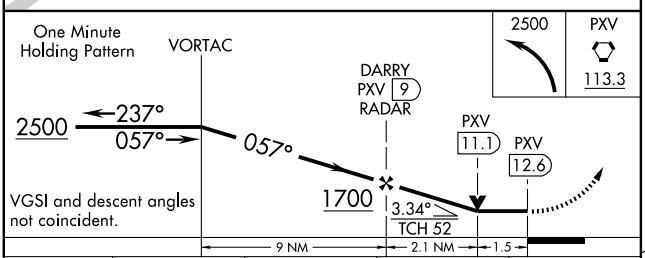
ASR — Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2500 direct PXV VORTAC and hold.

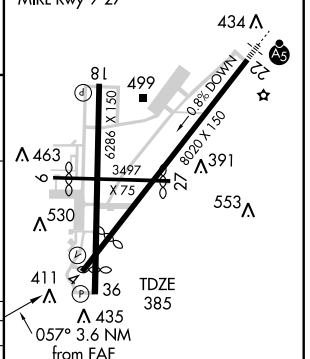
ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7(CTAF) L 257.8	121.9	126.6	122.95

DME or RADAR REQUIRED





CATEGORY	A	B	C	D
S-4	900-1 515 (500-1)		900-1½ 515 (500-1½)	900-1¾ 515 (500-1¾)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-2)



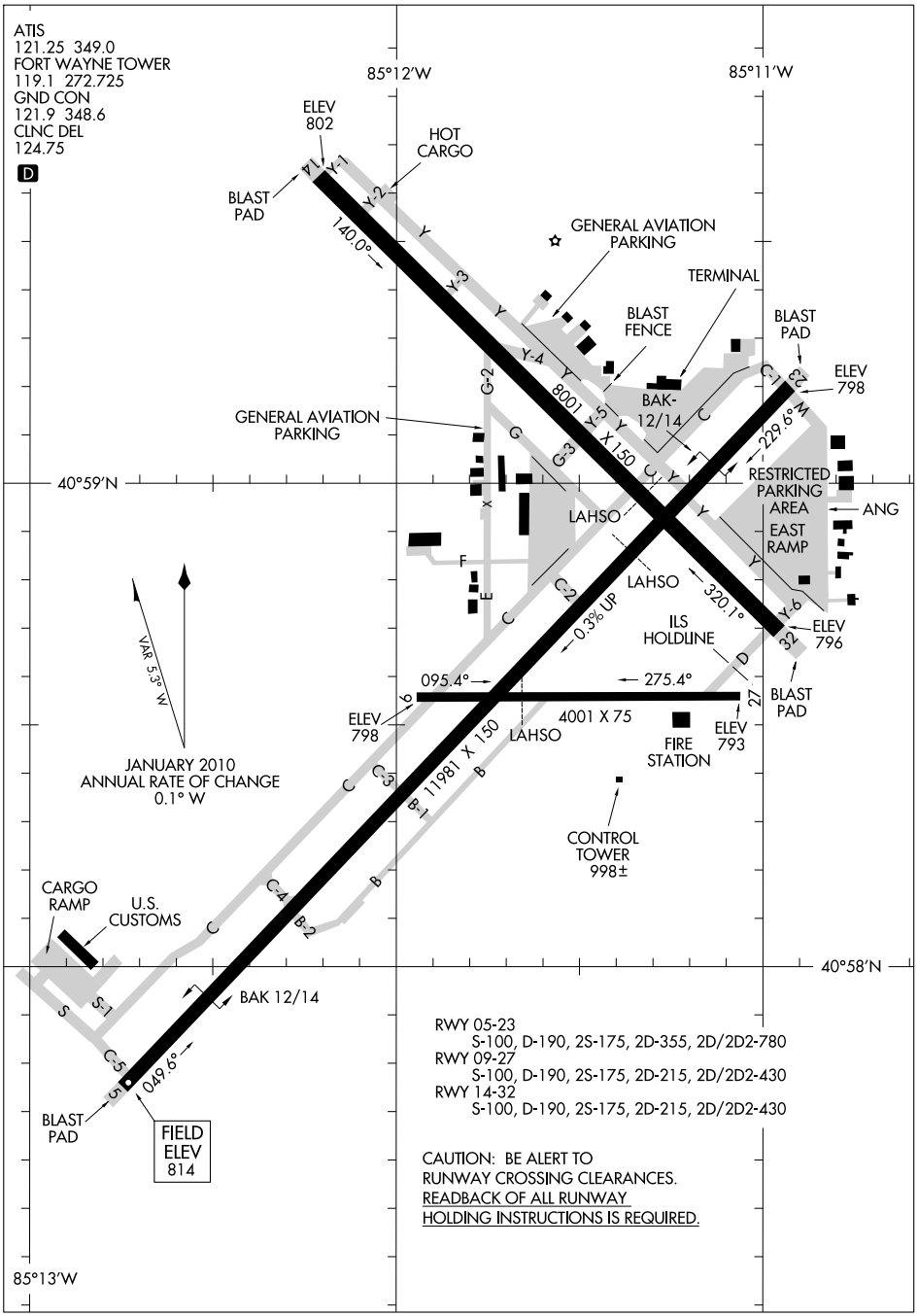
FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-156 (FAA)

FORT WAYNE INTL (FWA)
FORT WAYNE, INDIANA



RWY 05-23
S-100, D-190, 2S-175, 2D-355, 2D/2D2-780
RWY 09-27
S-100, D-190, 2S-175, 2D-215, 2D/2D2-430
RWY 14-32
S-100, D-190, 2S-175, 2D-215, 2D/2D2-430

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

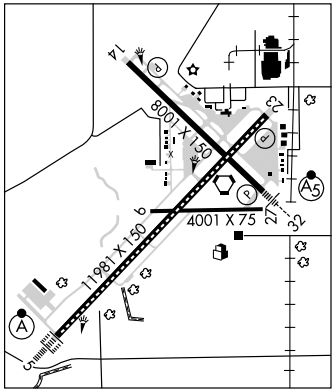
FORT WAYNE, INDIANA
FORT WAYNE INTL (FWA)

10210

FORT WAYNE

FORT WAYNE INTL (FWA) 7 SW UTC−5(−4DT) N40°58.71′ W85°11.71′ **CHICAGO**
814 B S4 **FUEL** 100LL, JET A OX 3 LRA ARFF Index—See Remarks **H–5E, 10F, L–27E**
NOTAM FILE FWA **IAP, AD**

RWY 05–23: H11981X150 (ASPH–CONC–GRVD) S–100, D–190, 2S–175, 2D–355, 2D/2D2–780 HIRL CL
RWY 05: ALSF2. TDZL.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 76′. Tree. 0.3% up.
RWY 14–32: H8001X150 (ASPH–CONC–GRVD) S–100,D–190, 2S–175, 2D–215, 2D/2D2–430 HIRL
RWY 14: REIL. PAPI (P4L)—GA 3.0° TCH 53′. Tree.
RWY 32: MALSR. PAPI (P4L)—GA 3.0° TCH 74′. Railroad.
RWY 09–27: H4001X75 (ASPH–CONC) S–100, D–190, 2S–175, 2D–215, 2D/2D2–430



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	14–32	9150
RWY 14	05–23	5650
RWY 27	05–23	2700

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–11981	TODA–11981	ASDA–11981	LDA–11981
RWY 09:	TORA–4001	TODA–4001	ASDA–4001	LDA–4001
RWY 14:	TORA–8001	TODA–8001	ASDA–8001	LDA–8001
RWY 23:	TORA–11981	TODA–11981	ASDA–11981	LDA–11981
RWY 27:	TORA–4001	TODA–4001	ASDA–4001	LDA–4001
RWY 32:	TORA–8001	TODA–8001	ASDA–8001	LDA–8001

ARRESTING GEAR/SYSTEM
RWY 05 BAK–14 BAK 12B(B) (1563′)
TYPE H BAK 12B(B) (1380′) **RWY 23**

AIRPORT REMARKS: Attended continuously Mon–Fri; Sat–Sun 1000–0500Z‡. User fee. Callout fee for fuel imposed between 0500–1000Z‡. Birds on and invof arpt. Rwy 09–27 CLOSED for takeoffs and ldgs at ngt; avbl for taxiing only. PPR from twr for acft pushback at boarding gates 2 and 3, pushback into Twy C movement area. Noise abatement procedures in effect ctc arpt manager 260–747–4146. Class I, ARFF Index B. ARFF Index C avbl upon req call arpt manager 260–747–4146. Twy M and East ramp CLOSED to all acft except military acft. All other acft wishing to use E ramp must have prior approval from arpt manager. Twys B/B–1/B–2/E and G2 CLOSED to acft with wing spans of 79′ and over and acft with dual wheel type ldg gear in excess of 50,000 lbs. Twys B, B1, and B2 avbl to Group IV acft 0400–0900Z‡. Rwy 05 arm/dearm area restricted to military acft. Rwy 05 touchdown, midpoint and rollout runway visual range avbl. Rwy 23 touchdown, midfield and rollout runway visual range avbl. US Customs user fee arpt.

WEATHER DATA SOURCES: ASOS (260) 478–5615.
COMMUNICATIONS: ATIS 121.25 **UNICOM** 122.95
RCO 122.45 122.2 (TERRE HAUTE RADIO)
Ⓡ **APP/DEP CON** 132.15 (SE/NE of active rwy) 127.2 (SW/NW of active rwy), 135.325
TOWER 119.1 **GND CON** 121.9 **CLNC DEL** 124.75
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
(H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ at fld. 793/00E.
VORTAC unusable byd 33 NM blo 2800′. DME unusable 055°–065° blo 7000′.
HOAGY NDB (LOM) 251 FW N40°55.83′ W85°07.18′ 313° 4.5 NM to fld.
ILS 111.9 I–HVD Rwy 05. Class IIE. OM Unmonitored. LOC BC unusable. LOC unusable byd 25° right of course.
ILS 109.9 I–FWA Rwy 32. Class IT. LOM HOAGY NDB.
ASR
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Fort Wayne rwy usage.

HI-ILS or LOC RWY 32

LOC I-FWA	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.9	318°	8001 / 800 / 814

JAL-156 [USAF]

FORT WAYNE INTL (KFWA)

* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.

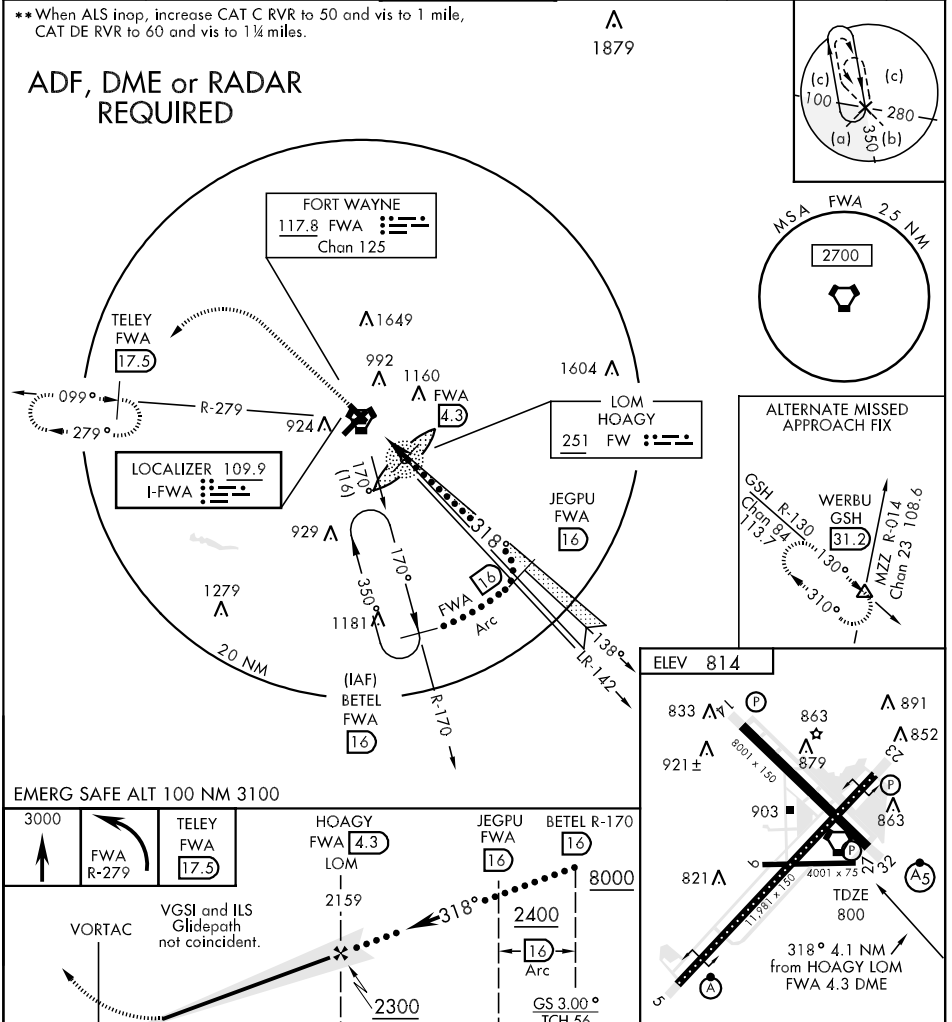
MALSR (A5)

MISSED APPROACH: Climb to 3000, then left turn via FWA R-279 to TELEY INT and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL	ASR
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75	

** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ADF, DME or RADAR REQUIRED



EMERG SAFE ALT 100 NM 3100

CATEGORY	C	D	E
S-ILS 32*	1000/24 200 (200-½)		
S-LOC 32**	1160/24 360(400-½)	1160/40 360 (400-¾)	
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

TDZ/CL Rwy 5
REIL Rwy 14 and 23
HIRL Rwy 5-23 and 14-32

FAF to MAP 4.1 NM					
Knots	120	140	160	180	200
Min:Sec	2:03	1:45	1:32	1:22	1:14

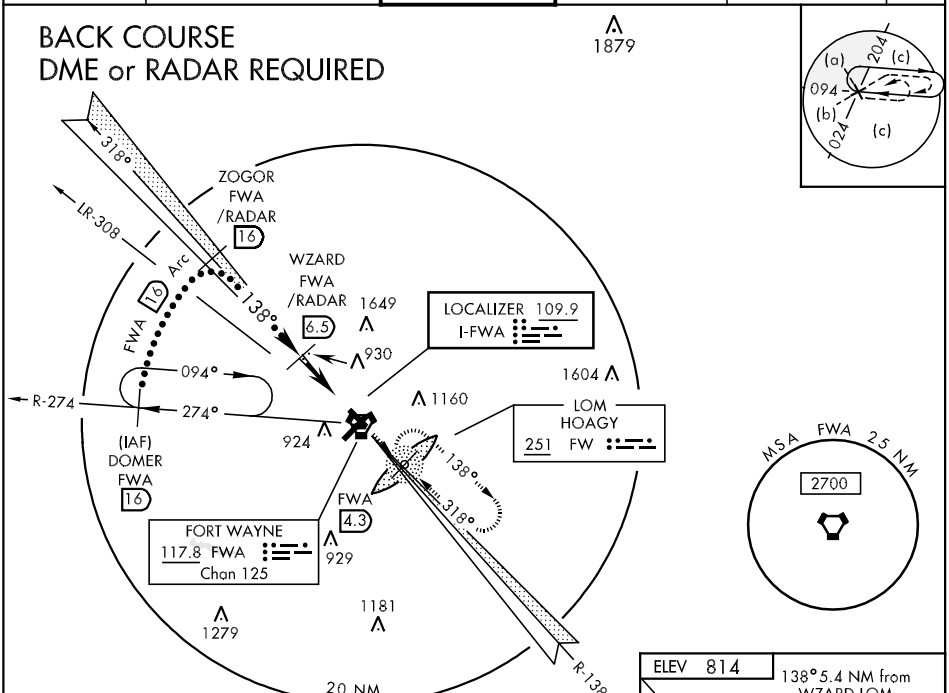
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-FWA	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-156 [USAF]	FORT WAYNE INTL (KFWA)
109.9	138°	8001 / 802 / 814		

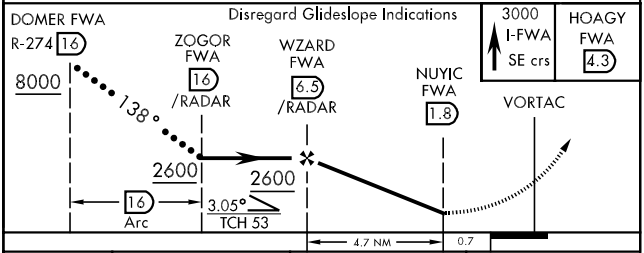
MISSED APPROACH: Climb to 3000 via I-FWA SE course to HOAGY LOM/FWA 4.3 DME and hold, continue climb-in-hold to 3000 (ADF or DME or RADAR REQUIRED).

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL	ASR
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75	

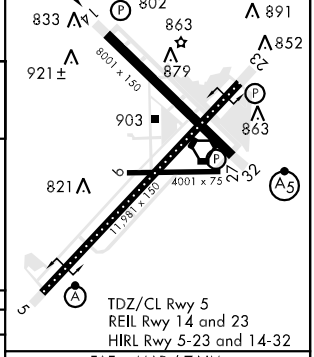
BACK COURSE
DME or RADAR REQUIRED



EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-14	1220-1¼	418 (500-1¼)	1220-1½ 418 (500-1½)
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)



FAF to MAP 4.7 NM

Knots	120	140	160	180	200
Min:Sec	2:21	2:01	1:46	1:34	1:25

EC-2, 21 OCT 2010 to 18 NOV 2010

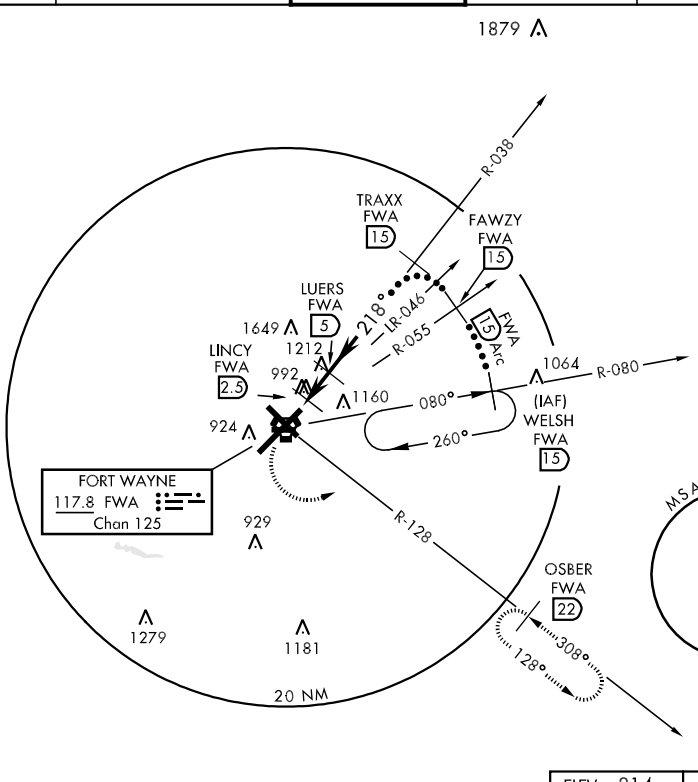
EC-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 23

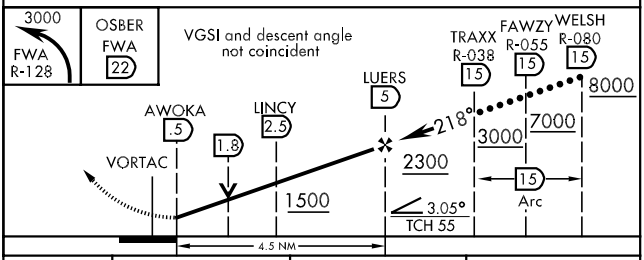
VORTAC FWA 117.8 Chan 125	APCH CRS 218°	Rwy ldg 11,981 TDZE 799 Arpt Elev 814	JAL-156 [USAF]	FORT WAYNE INTL (KFWA)

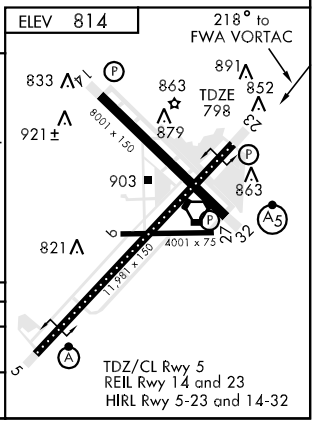
MISSED APPROACH: Climbing left turn to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL	ASR
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75	



EMERG SAFE ALT 100 NM 3100





CATEGORY	C	D	E
S-23	1300-1½ 502 (500-1½)		1300-1¾ 502 (500-1¾)
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 32

VORTAC FWA	APCH CRS	Rwy ldg 8001
117.8	312°	TDZE 800
Chan 125		Arpt Elev 814

JAL-156 [USAF]

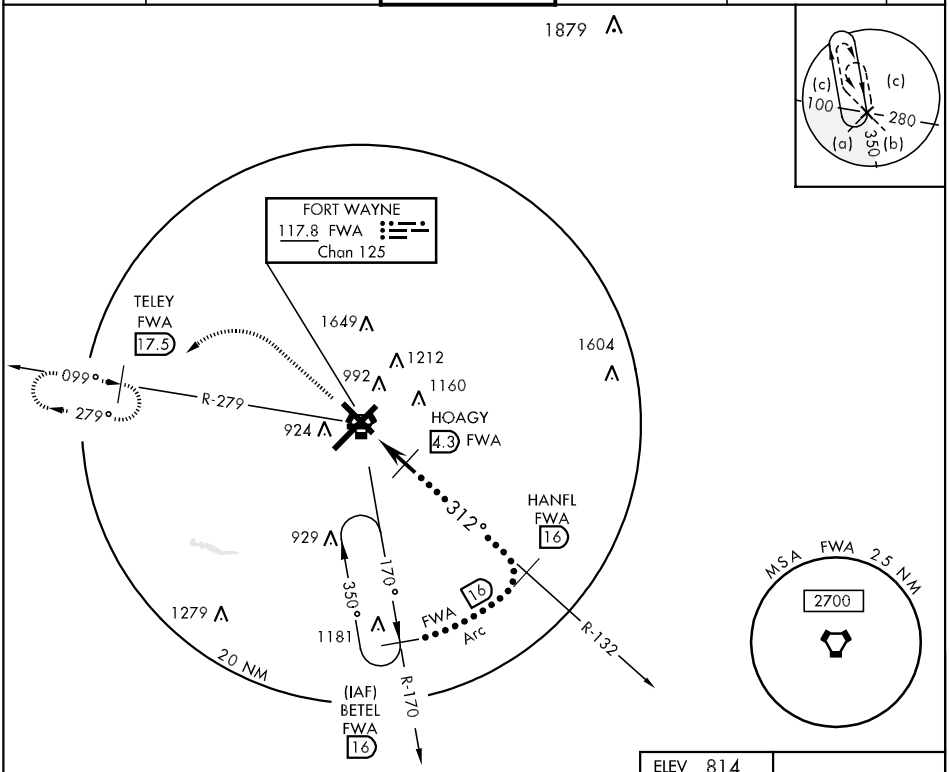
FORT WAYNE INTL (KFWA)

▼ * When ALS is inop, increase CAT C RVR to 60, vis to 1¼ miles, CAT DE vis to 1½ miles.

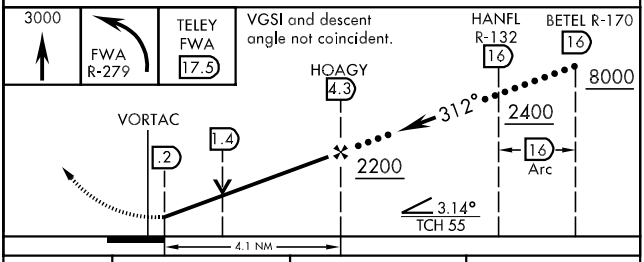
MALSR (A5)

MISSED APPROACH: Climb to 3000, then left turn via FWA R-279 to TELEY INT (FWA 17.5 DME) and hold.

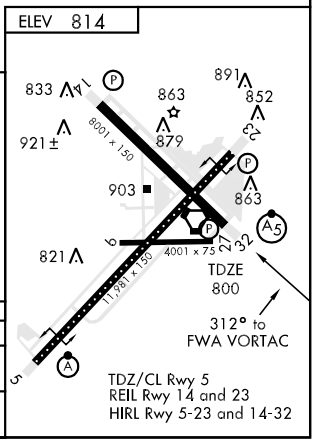
ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL	ASR
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75	



EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-32 *	1260/40 460 (500-¾)	1260/50 460 (500-1)	
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-HVD	APP CRS	Rwy Idg	11981
111.9	049°	TDZE	814
		Apt Elev	814

ILS or LOC RWY 5

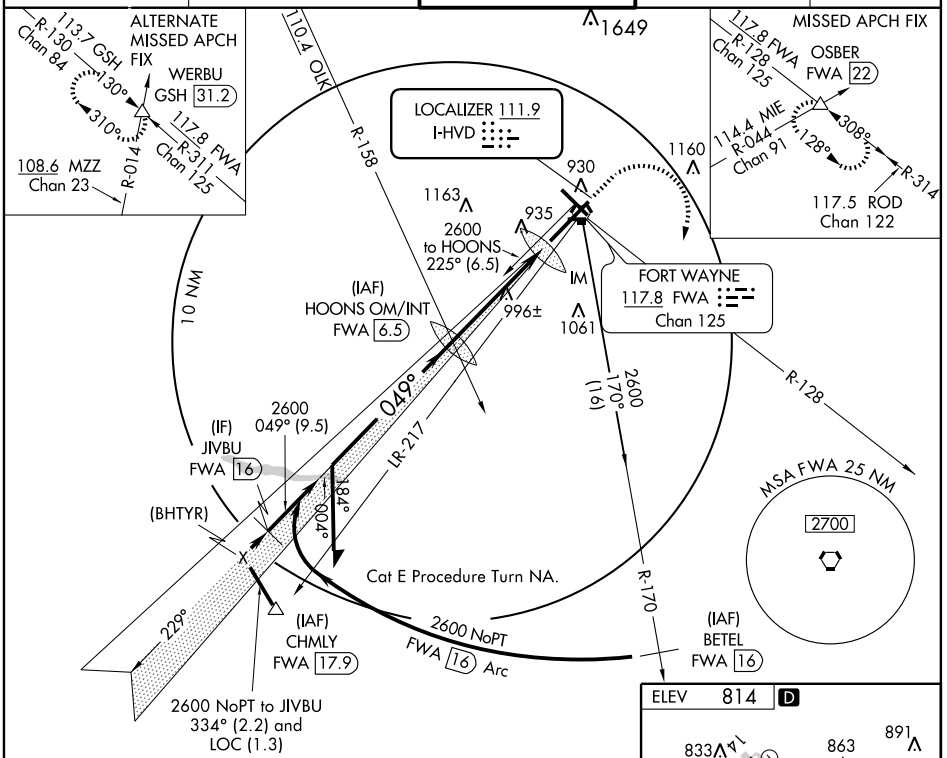
FORT WAYNE INTL (FWA)

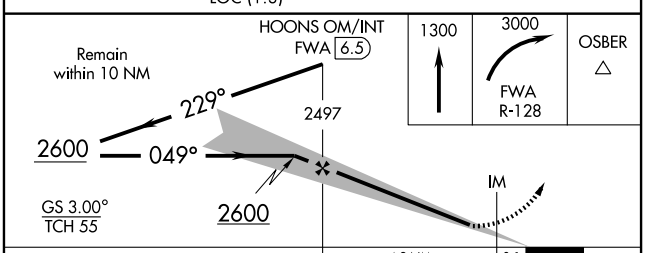
ASR: For inoperative ALSF-2, increase S-ILS 5 Cat E visibility to RVR 4000 and increase S-LOC 5 Cat E visibility to 1½ mile.

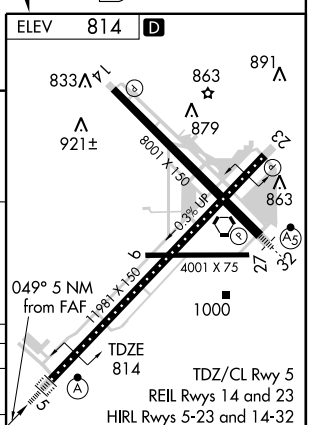
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75







CATEGORY	A	B	C	D	E
S-ILS 5	1014/18 200 (200-½)				1014/24 200 (200-½)
S-LOC 5	1260/24 446 (500-½)		1260/40 446 (500-¾)	1260/50 446 (500-1)	
CIRCLING	1320-1 506 (600-1)		1320-1½ 506 (600-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-FWA	APP CRS	Rwy Idg	8001
109.9	318°	TDZE	800
		Apt Elev	814

ILS or LOC RWY 32

FORT WAYNE INTL (FWA)

ASR

* RVR 1800 authorized with use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 32 Cat E visibility to RVR 4000 and S-LOC 32 Cat E visibility to RVR 6000. DME from FWA VORTAC.

MALSR

MISSED APPROACH: Climb to 3000 then left turn via FWA R-279 to TELEY INT/FWA 17.5 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75

MISSED APCH FIX
TELEY
FWA 17.5
099°
279°
117.8 FWA
R-279
Chan 125
R-012
108.6 MZZ
Chan 23

ADF, DME or RADAR REQUIRED

ALTERNATE MISSED APCH FIX
WERBU
GSH 31.2
113.7 GSH
R-130
Chan 84
130°
310°
117.8 FWA
R-311
Chan 125
R-014
108.6 MZZ
Chan 23

1627
1649
FORT WAYNE
117.8 FWA
Chan 125
10 NM
R-279
930
1160
2900 to LOM
133° (4.3)
891±
1163
935
1000
LOM/IAF
HOAGY
251 FW
FWA 4.3
LOCALIZER 109.9
I-FWA
1061
318°
LR-142
093°
273°
R-168
2300
318° (11.7)
(IF)
JEGPU
FWA 16
138°
2400 NoPT
FWA 16 Arc
(IAF)
ZULUG
FWA 16
Cat E Procedure Turn NA.

MSA FW 25 NM
2700

ELEV 814 D
833
863
891
879
921±
863
8001 X 150
0.3% UP
4001 X 75
11981 X 150
5
23
27
32
TDZE
1000 800
318° 4.1 NM
from FAF

TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32

3000
FWA R-279
117.8
TELEY
HOAGY LOM
FWA 4.3
Remain within 10 NM
138°
318°
2400
2159
2300
VGSI and ILS glidepath not coincident.
GS 3.00°
TCH 56
4.1 NM

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D	E
S-ILS 32	*1000/24 200 (200-½)				1000/24 200 (200-½)
S-LOC 32	1160/24 360 (400-½)			1160/40 360 (400-¾)	
CIRCLING	1300-1 486 (500-1)		1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ILS RWY 5 (CAT II)
FORT WAYNE INTL (FWA)

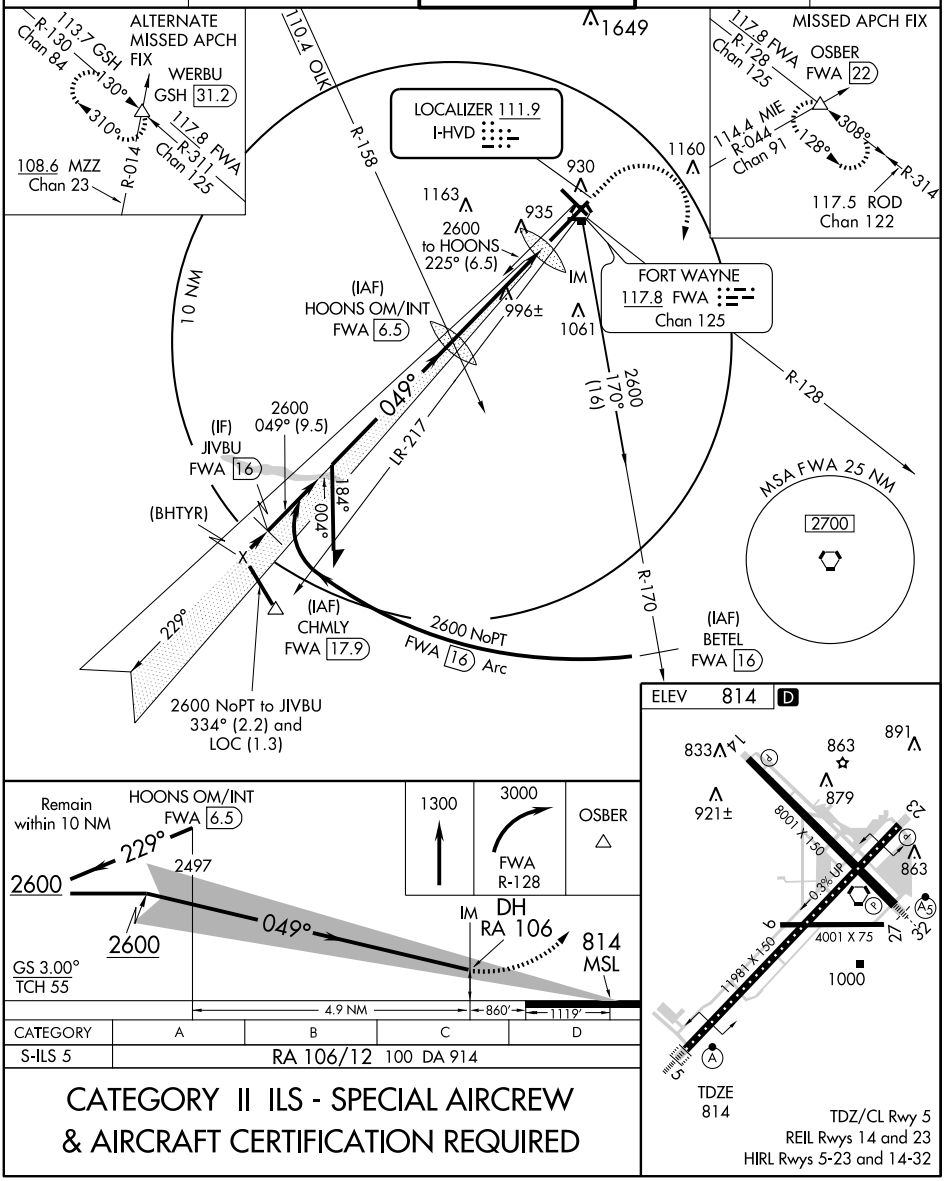
LOC I-HVD	APP CRS	Rwy Idg	11981
111.9	049°	TDZE	814
		Apt Elev	814

ASR

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75



CATEGORY	A	B	C	D
S-ILS 5	RA 106/12 100 DA 914			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
AKRON, OH			
AKRON-CANTON RGNL (CAK)	05	01-19	4,300 feet
	19	05-23	3,100 feet
BLOOMINGTON, IN			
MONROE COUNTY (BMG)	17	06-24	6,100 feet
COLUMBUS, OH			
OHIO STATE UNIVERSITY (OSU)	05	09L-27R	3,350 feet
	09L	05-23	2,550 feet
	09R	14-32	3,300 feet
	14	09R-27L	2,750 feet
	23	09R-27L	2,500 feet
	27L	05-23	3,300 feet
FORT WAYNE, IN			
FORT WAYNE INTL (FWA)	05	14-32	9,150 feet
	14	05-23	5,650 feet
	27	05-23	2,700 feet
LAFAYETTE, IN			
PURDUE UNIVERSITY (LAF)	10	05-23	4,600 feet
MANSFIELD, OH			
MANSFIELD LAHM RGNL (MFD)	05	14-32	4,350 feet
	14	05-23	6,100 feet
MUNCIE, IN			
DELAWARE COUNTY RGNL (MIE)	14	02-20	4,300 feet
	20	14-32	3,500 feet
TERRE HAUTE, IN			
TERRE HAUTE INTL-HULMAN FIELD (HUF)	05	18-36	4,650 feet
	18	05-23	3,300 feet
	23	18-36	3,450 feet
	32	05-23	4,237 feet
	36	14-32	3,200 feet

21 OCT 2010 to 18 NOV 2010

LOC I-FWA	APP CRS	Rwy Idg	8001
109.9	138°	TDZE	802
		Apt Elev	814

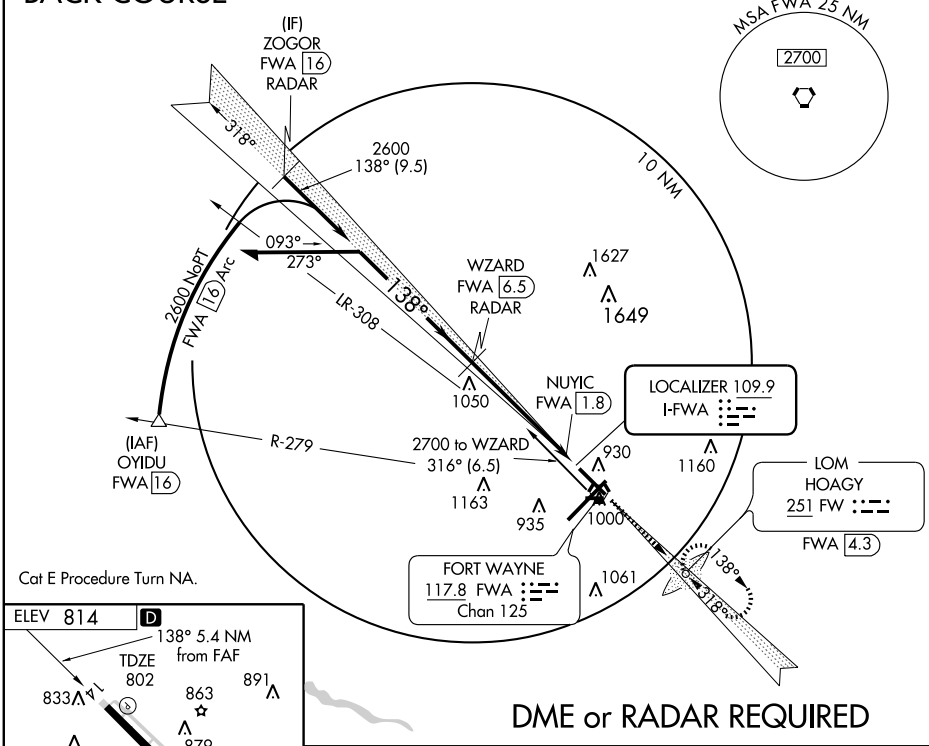
LOC BC RWY 14
FORT WAYNE INTL (FWA)

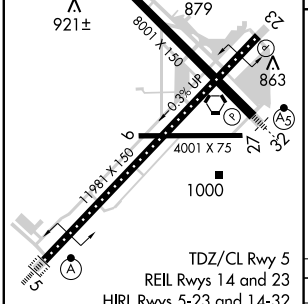
ASR — ADF or DME or Radar Required.

MISSED APPROACH: Climb to 3000 via I-FWA SE course to HOAGY LOM/FWA 4.3 DME and hold, continue climb-in-hold to 3000.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75

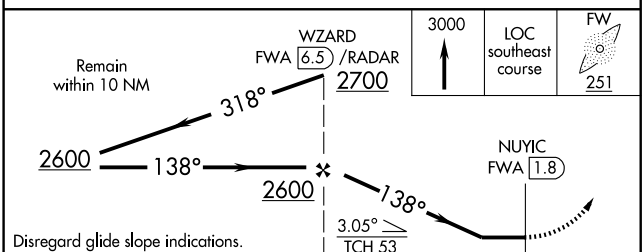
BACK COURSE





FAF to MAP	4.7 NM				
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

DME or RADAR REQUIRED



CATEGORY	A	B	C	D	E
S-14	1220-1 418 (500-1)		1220-1¼ 418 (500-1¼)		1220-1½ 418 (500-1½)
CIRCLING	1300-1 486 (500-1)		1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11981
CH 93609	047°	TDZE	815
W05A		Apt Elev	815

RNAV (GPS) RWY 5

FORT WAYNE INTL (FWA)

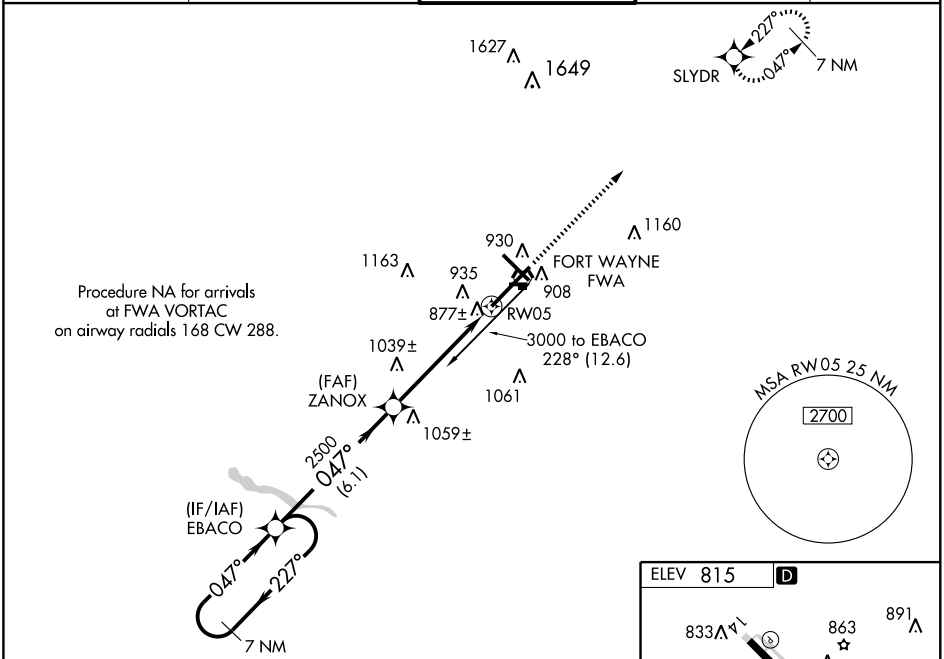
When local altimeter setting not received, use Auburn altimeter setting and increase LPV DA to 1122, increase LNAV/VNAV DA to 1332, increase all MDA 60 feet, increase LNAV/VNAV visibility ¼ mile, increase LNAV Cat C/D/E visibility ¼ mile, and increase Circling Cat E visibility ¼ mile. For inoperative ALSF when using Auburn altimeter setting, increase LPV visibility to RVR 5000, increase LNAV/VNAV Cat E visibility to 1¾ mile and LNAV Cat E visibility to 2 miles. VDP and Baro-VNAV NA when using Auburn altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

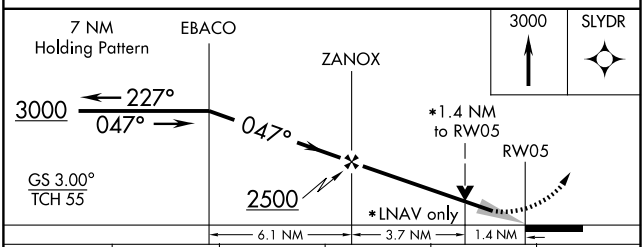
ASR

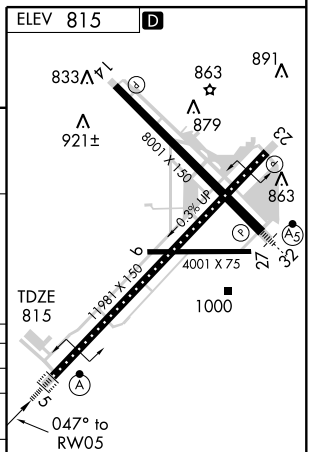
ALSF-2

MISSED APPROACH: Climb to 3000 direct SLYDR and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75







CATEGORY	A	B	C	D	E
LPV DA	1065/24 250 (300-½)				
LNAV/VNAV DA	1275/50 460 (500-1)				
LNAV MDA	1300/24 485 (500-½)		1300/40 485 (500-¾)	1300/50 485 (500-1)	1300/60 485 (500-1¼)
CIRCLING	1300-1 485 (500-1)		1300-1½ 485 (500-1½)	1380-2 565 (600-2)	1520-2½ 705 (800-2½)

TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

FORT WAYNE INTL (FWA)

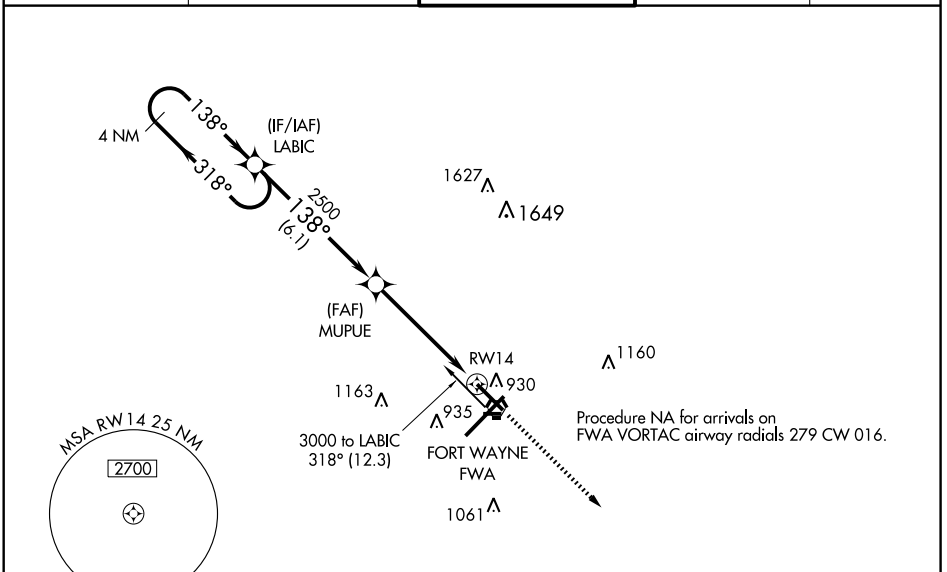
WAAS	APP CRS	Rwy Idg	8001
CH 86417	138°	TDZE	802
W14A		Apt Elev	814

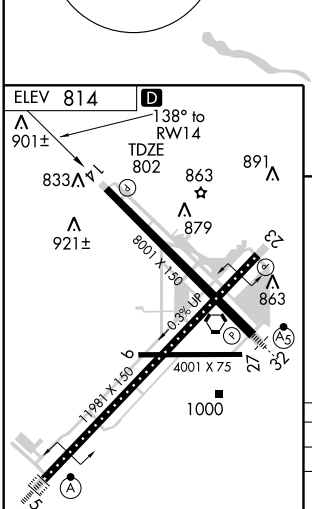
ASR

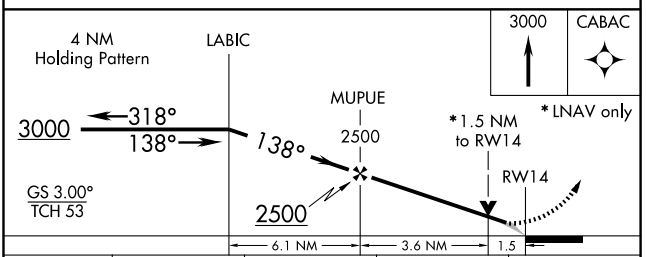
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CABAC and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75







CATEGORY	A	B	C	D
LPV DA	1002-¾ 200 (200-¾)			
LNAV/VNAV DA	1199-1¼ 397 (400-1¼)			
LNAV MDA	1320-1 518 (600-1)		1320-1½ 518 (600-1½)	1320-1¾ 518 (600-1¾)
CIRCLING	1320-1 506 (600-1)		1320-1½ 506 (600-1½)	1380-2 566 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11981
CH 69599	227°	TDZE	799
W23A		Apt Elev	815

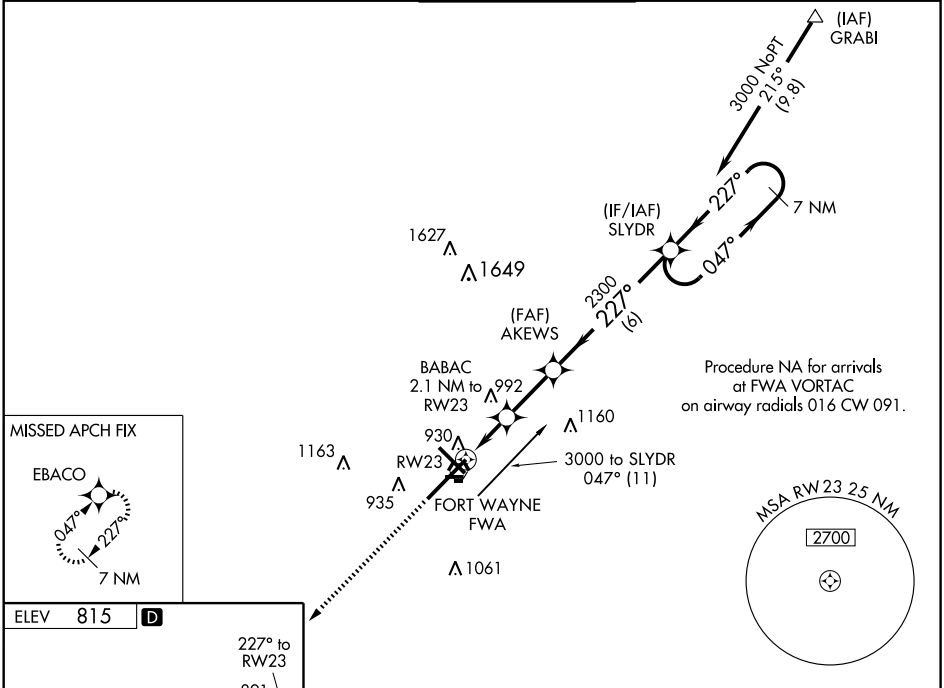
RNAV (GPS) RWY 23

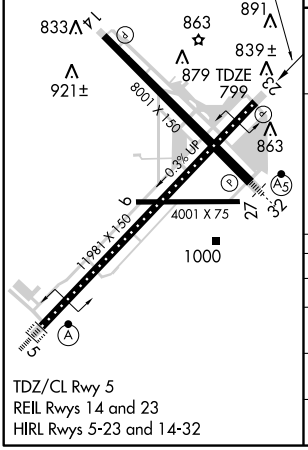
FORT WAYNE INTL (FWA)

When local altimeter setting not received, use Auburn altimeter setting and increase LPV DA to 1110, increase LNAV/VNAV DA to 1287, increase all MDA 60 feet and increase LPV visibility ¼ mile, LNAV/VNAV visibility ¼ mile, LNAV Cat D/E visibility ¼ mile, and circling Cat E visibility ¼ mile. ASR VDP and Baro-VNAV NA when using Auburn altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

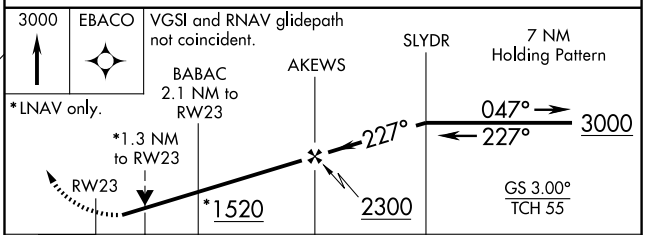
MISSED APPROACH: Climb to 3000 direct EBACO and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75





TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32



CATEGORY	A	B	C	D	E
LPV DA	1053/40 254 (300-¾)				
LNAV/VNAV DA	1230-1½ 431 (500-1½)				
LNAV MDA	1300/50 501 (500-1)		1300-1½ 501 (500-1½)		1300-1¾ 501 (500-1¾)
CIRCLING	1300-1 485 (500-1)		1300-1½ 485 (500-1½)	1380-2 565 (600-2)	1520-2½ 705 (800-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8001
CH 82417	318°	TDZE	800
W32A		Apt Elev	814

RNAV (GPS) RWY 32

FORT WAYNE INTL (FWA)

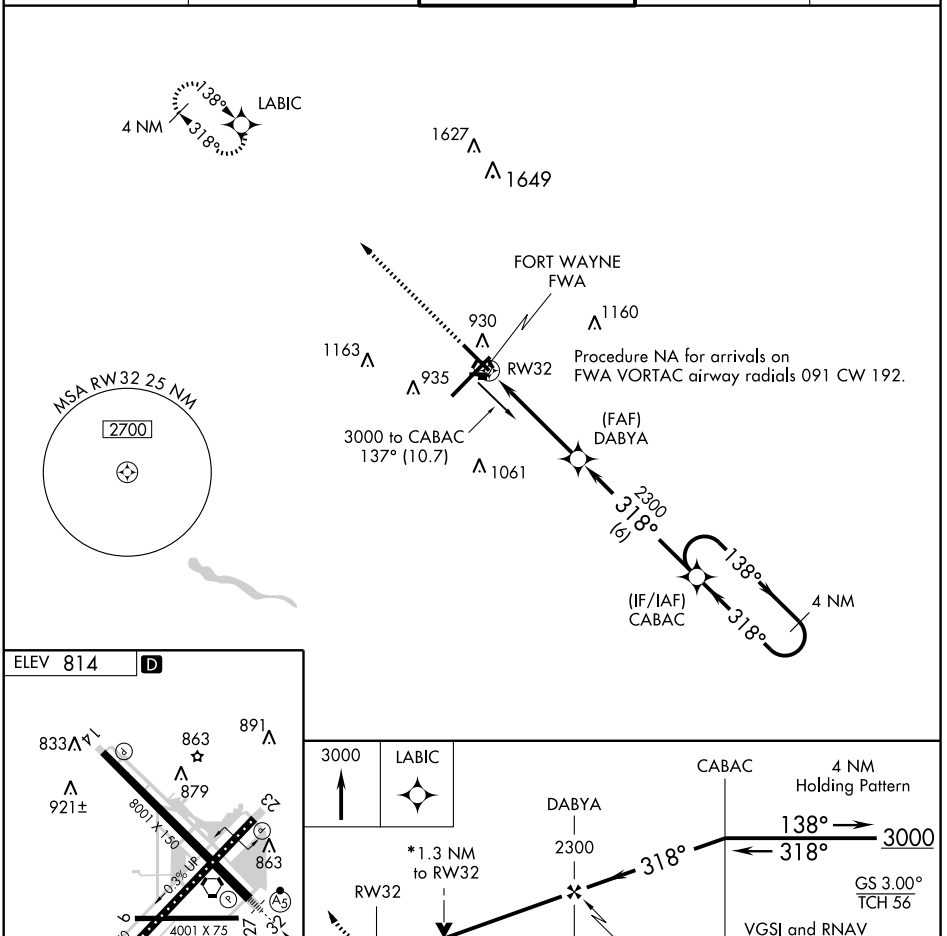
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct LABIC and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75



TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32

CATEGORY	A	B	C	D
LPV DA	1000/24 200 (200-½)			
LNAV/VNAV DA	1250/50 450 (500-1)			
LNAV MDA	1280/24 480 (500-½)		1280/40 480 (500-¾)	1280/50 480 (500-1)
CIRCLING	1300-1 486 (500-1)		1300-1½ 486 (500-1½)	1380-2 566 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FWA	APP CRS	Rwy Idg	11981
117.8	048°	TDZE	814
Chan 125		Apt Elev	814

VOR or TACAN RWY 5

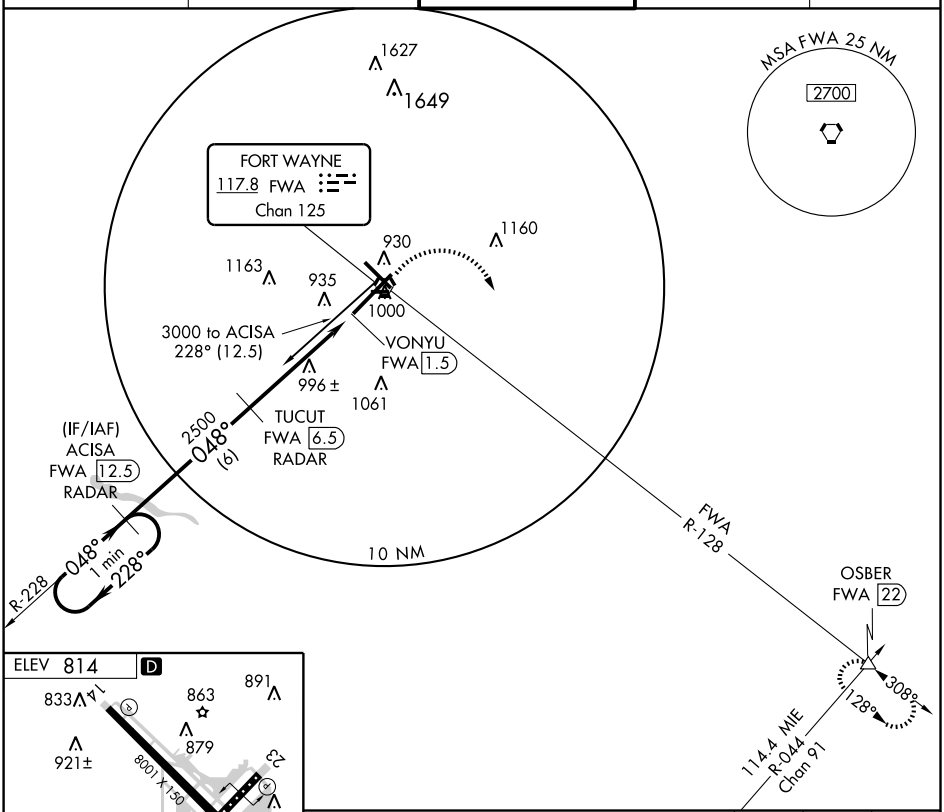
FORT WAYNE INTL (FWA)

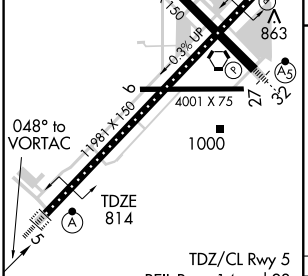
ASR — For Inoperative ALSF-2, increase S-5 Cat E visibility ½ mile. DME or RADAR Required.

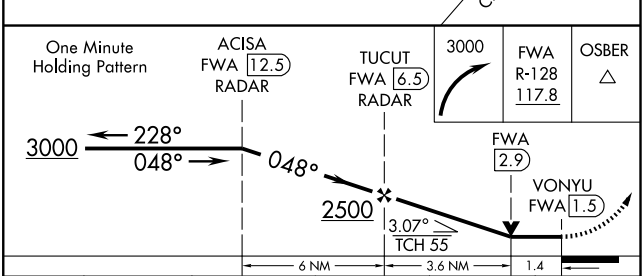
ALSF-2

MISSED APPROACH: Climbing right turn to 3000 via FWA VORTAC R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75







CATEGORY	A	B	C	D	E
S-5	1320/24 506 (600-½)		1320/50 506 (600-1)		1320/60 506 (600-1¼)
CIRCLING	1320-1 506 (600-1)		1320-1½ 506 (600-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FWA	APP CRS	Rwy Idg	8001
117.8	139°	TDZE	802
Chan 125		Apt Elev	814

VOR or TACAN RWY 14

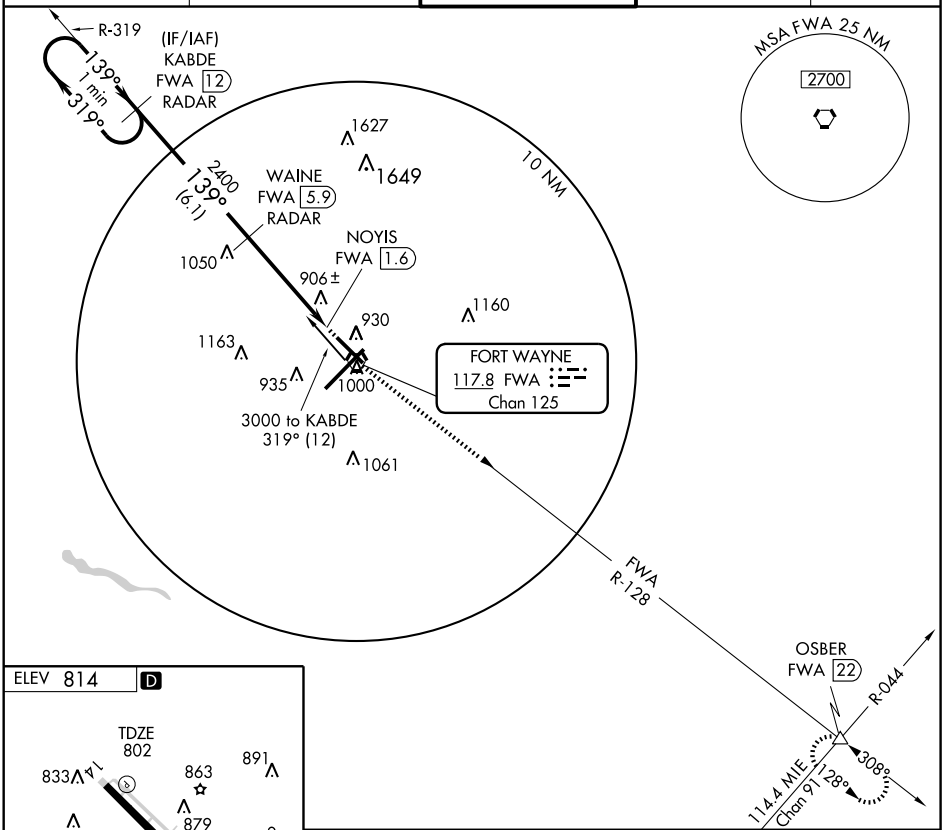
FORT WAYNE INTL (FWA)

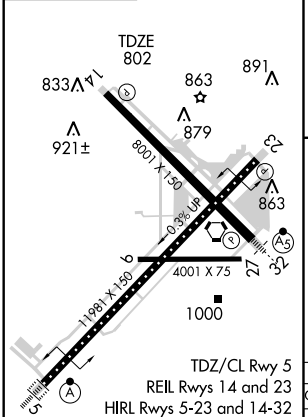
ASR

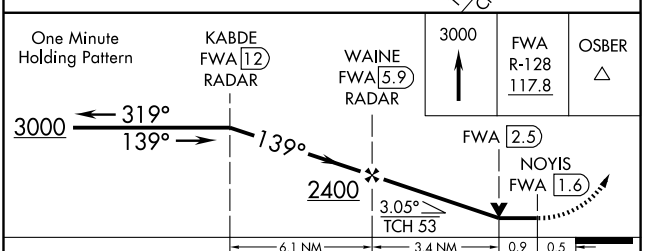
DME or RADAR Required.

MISSED APPROACH: Climb to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75







CATEGORY	A	B	C	D	E
S-14	1280-1	478 (500-1)	1280-1¼ 478 (500-1¼)	1280-1½ 478 (500-1½)	1280-1¾ 478 (500-1¾)
CIRCLING	1300-1	486 (500-1)	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR or TACAN RWY 23

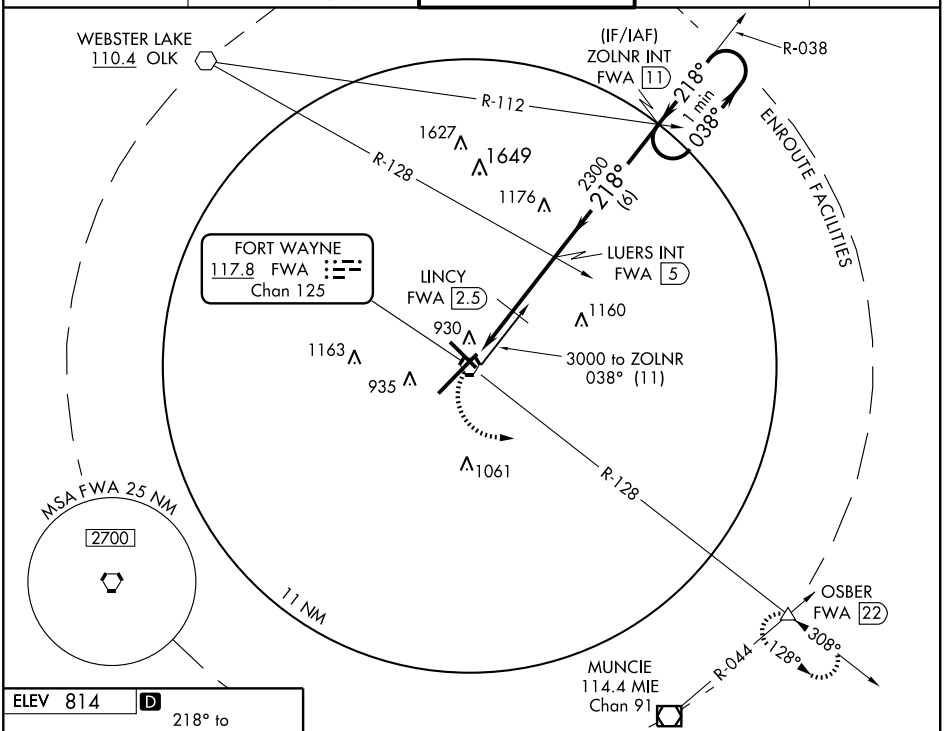
FORT WAYNE INTL (FWA)

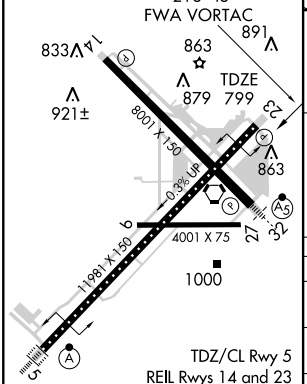
VORTAC FWA	APP CRS	Rwy Idg	11981
117.8	218°	TDZE	799
Chan 125		Apt Elev	814

ASR

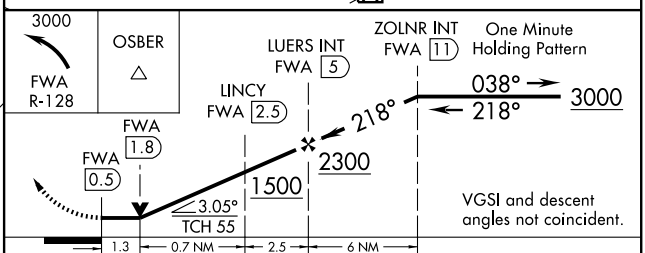
MISSED APPROACH: Climbing left turn to 3000 via FWA VORTAC R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75





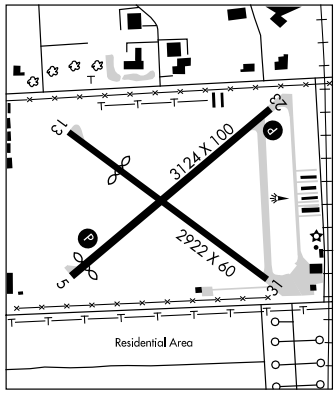
FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



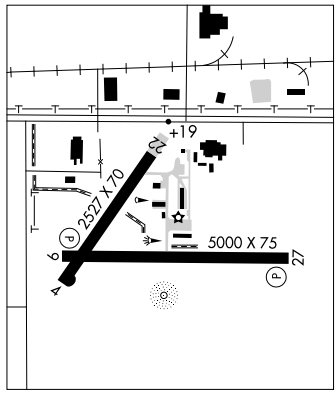
CATEGORY	A	B	C	D	E
S-23	1500/50 701 (700-1)		1500-2 701 (700-2)	1500-2¼ 701 (700-2¼)	1500-2½ 701 (700-2½)
CIRCLING	1500-1 686 (700-1)		1500-2 686 (700-2)	1500-2¼ 686 (700-2¼)	1520-2½ 706 (800-2½)
LINCY FIX MINIMUMS					
S-23	1300/50 501 (500-1)		1300-1½ 501 (500-1½)		1300-1¾ 501 (500-1¾)
CIRCLING	1320-1 506 (600-1)		1320-1½ 506 (600-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

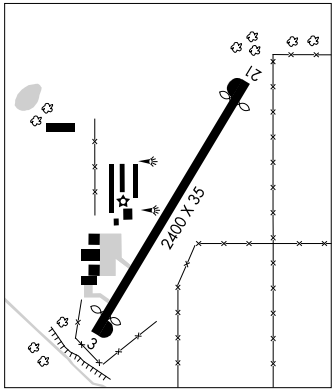
SMITH FLD (SMD) 4 N UTC−5(−4DT) N41°08.60′ W85°09.17′ **CHICAGO**
835 B **FUEL** 100LL, JET A NOTAM FILE HUF **L–28J**
RWY 05–23: H3124X100 (ASPH) D–40 MIRL **IAP**
RWY 05: PAPI(P2L)—GA 4.0° TCH 43′. Thld dsplcd 200′. Crops.
RWY 23: PAPI(P2L)—GA 4.0 TCH 43′. Road.
RWY 13–31: H2922X60 (ASPH) D–40 MIRL
RWY 13: Thld dsplcd 719′. Crops. **RWY 31:** Road.
AIRPORT REMARKS: Attended Nov 1–Apr 1 1300–0000Z‡, Apr 2–Oct 31 1200–0200Z‡. Fuel self svc avbl. 100′ AGL athletic fld lgts ½ mile E of arpt. Birds on and invof arpt. ACTIVATE MIRL Rwy 05–23 and Rwy 13–31, PAPI Rwy 05 and Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.55 (260) 490–4030.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WAYNE APP/DEP CON** 132.15 (SE/NE of active rwy) 127.2 (SW/NW of active rwy)
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 009° 10 NM to fld. 793/00E.
WEBSTER LAKE (L) VORW 110.4 OLK N41°14.82′ W85°29.84′ 115° 16.8 NM to fld. NOTAM FILE HUF.
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Fort Wayne rwy usage.



FRANKFORT MUNI (FKR) 3 W UTC−5(−4DT) N40°16.41′ W86°33.73′ **CHICAGO**
861 B S2 **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–27D**
RWY 09–27: H5000X75 (ASPH) MIRL **IAP**
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 29′. Crops.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 26′. Crops.
RWY 04–22: H2527X70 (ASPH) MIRL S–12.5, D–20
RWY 04: Crops. **RWY 22:** Road.
AIRPORT REMARKS: Attended 1300–2200Z‡. MIRL Rwy 09–27 and Rwy 04–22 preset low ints, to increase ints and ACTIVATE REILS Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.325 (765) 654–0328.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **CHICAGO CENTER APP/DEP CON** 123.85
RADIO AIDS TO NAVIGATION: NOTAM FILE OKK.
KOKOMO (H) VORTAC 113.5 OKK Chan 82 N40°31.67′ W86°03.48′ 237° 27.7 NM to fld. 830/00E.
NDB (MHW) 278 FKR N40°16.23′ W86°33.77′ at fld. NDB unmonitored 0000–1200Z‡. NOTAM FILE HUF.



FRANKLIN FLYING FIELD (3FK) 3 S UTC−5(−4DT) N39°25.59′ W86°03.50′ **ST. LOUIS**
740 B S4 **FUEL** 100LL NOTAM FILE HUF
RWY 03–21: H2400X35 (ASPH)
RWY 03: Thld dsplcd 125′. Tree.
RWY 21: Thld dsplcd 165′. Crops.
AIRPORT REMARKS: Attended irregularly. Parachute Jumping. Rwy 03–21 thld lgts OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.7



APP CRS	Rwy Idg	2203
133°	TDZE	834
	Apt Elev	834

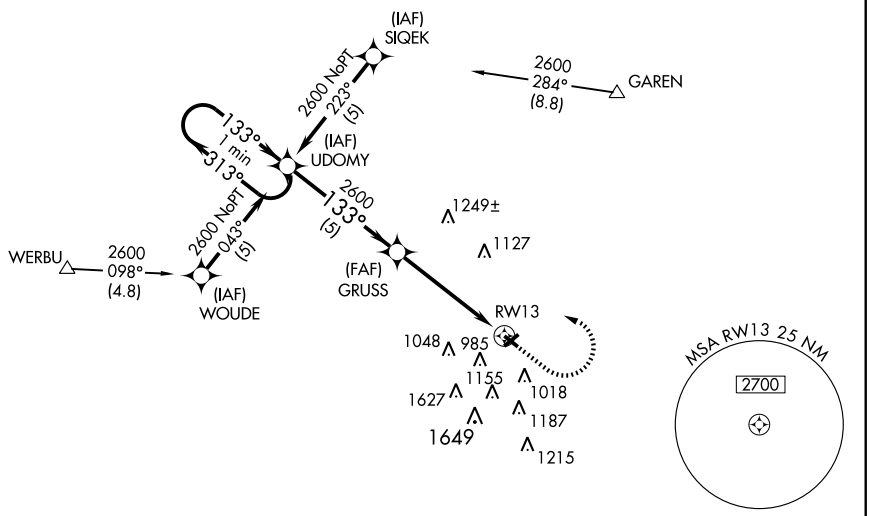
GPS RWY 13

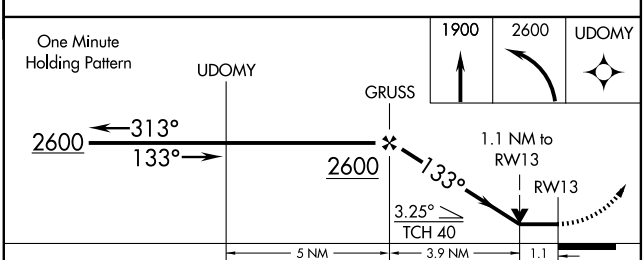
FORT WAYNE/ SMITH FIELD (SMD)

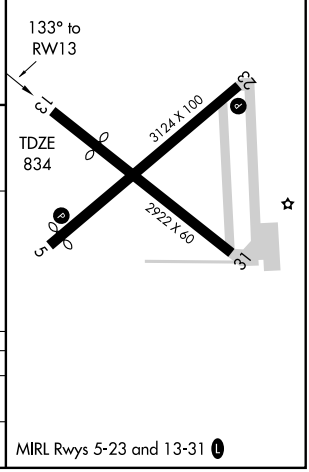
Straight-in minimums not authorized at night. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

MISSED APPROACH: Climb to 1900, then climbing left turn to 2600 direct UDOMY WP and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
124.55	127.2 284.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1240-1	406 (500-1)	1240-1¼ 406 (500-1¼)	NA
CIRCLING	1400-1	566 (600-1)	1400-1½ 566 (600-1½)	NA

MIRL Rwys 5-23 and 13-31 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

VOR OLK	APP CRS	Rwy Idg	2203
110.4	115°	TDZE	835
		Apt Elev	835

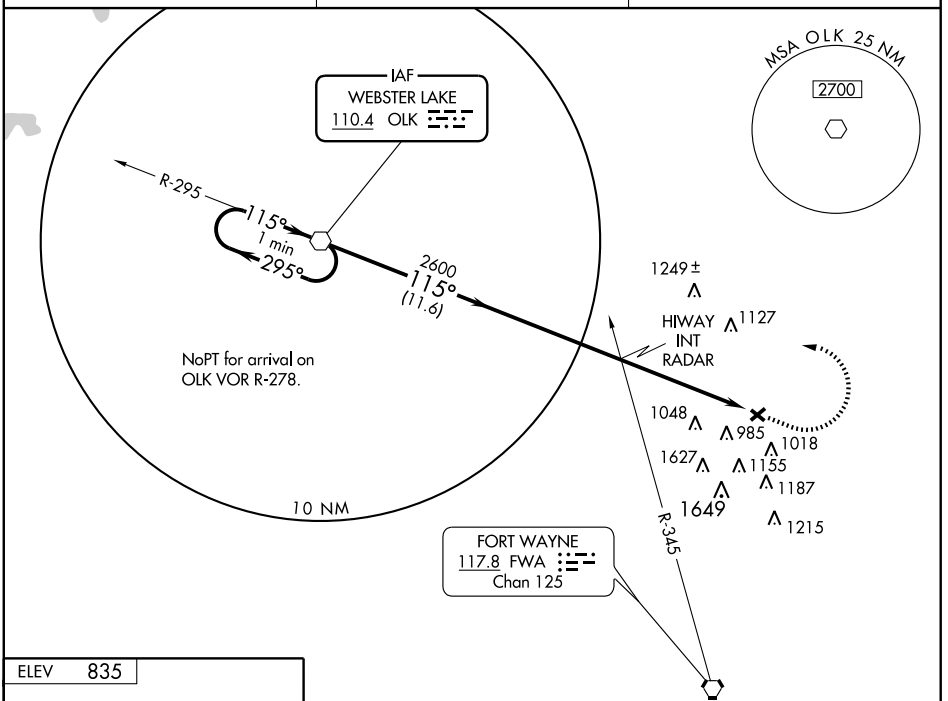
VOR RWY 13

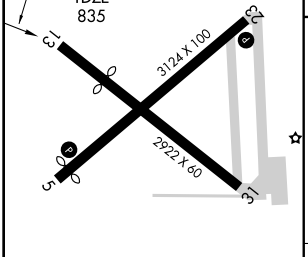
FORT WAYNE/ SMITH FIELD (SMD)

Straight-in minimums not authorized at night. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1900, then climbing left turn to 2700 direct OLK VOR and hold.

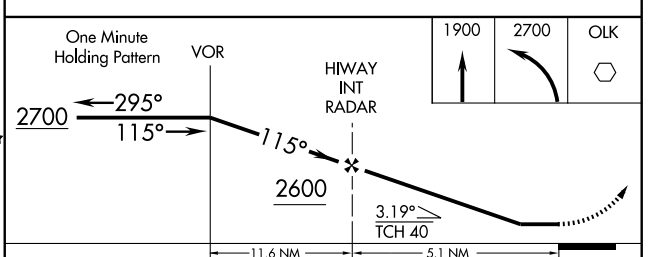
AWOS-3	FORT WAYNE APP CON	UNICOM
124.55	127.2 284.6	122.8 (CTAF) L





MIRL Rwys 5-23 and 13-31 L

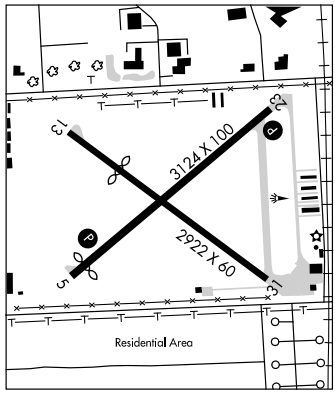
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



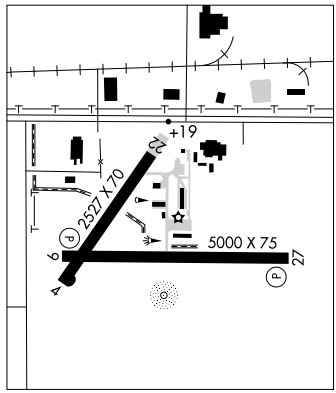
CATEGORY	A	B	C	D
S-13	1360-1 525 (600-1)		1360-1½ 525 (600-1½)	NA
CIRCLING	1400-1 565 (600-1)		1400-1½ 565 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

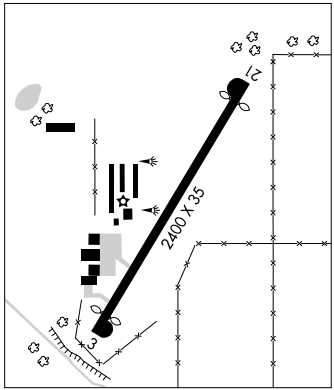
SMITH FLD (SMD) 4 N UTC−5(−4DT) N41°08.60′ W85°09.17′ **CHICAGO**
835 B **FUEL** 100LL, JET A NOTAM FILE HUF **L–28J**
RWY 05–23: H3124X100 (ASPH) D–40 MIRL **IAP**
RWY 05: PAPI(P2L)—GA 4.0° TCH 43′. Thld dsplcd 200′. Crops.
RWY 23: PAPI(P2L)—GA 4.0 TCH 43′. Road.
RWY 13–31: H2922X60 (ASPH) D–40 MIRL
RWY 13: Thld dsplcd 719′. Crops. **RWY 31:** Road.
AIRPORT REMARKS: Attended Nov 1–Apr 1 1300–0000Z‡, Apr 2–Oct 31 1200–0200Z‡. Fuel self svc avbl. 100′ AGL athletic fld lgts ½ mile E of arpt. Birds on and invof arpt. ACTIVATE MIRL Rwy 05–23 and Rwy 13–31, PAPI Rwy 05 and Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.55 (260) 490–4030.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WAYNE APP/DEP CON** 132.15 (SE/NE of active rwy) 127.2 (SW/NW of active rwy)
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 009° 10 NM to fld. 793/00E.
WEBSTER LAKE (L) VORW 110.4 OLK N41°14.82′ W85°29.84′ 115° 16.8 NM to fld. NOTAM FILE HUF.
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Fort Wayne rwy usage.



FRANKFORT MUNI (FKR) 3 W UTC−5(−4DT) N40°16.41′ W86°33.73′ **CHICAGO**
861 B S2 **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–27D**
RWY 09–27: H5000X75 (ASPH) MIRL **IAP**
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 29′. Crops.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 26′. Crops.
RWY 04–22: H2527X70 (ASPH) MIRL S–12.5, D–20
RWY 04: Crops. **RWY 22:** Road.
AIRPORT REMARKS: Attended 1300–2200Z‡. MIRL Rwy 09–27 and Rwy 04–22 preset low ints, to increase ints and ACTIVATE REILS Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.325 (765) 654–0328.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **CHICAGO CENTER APP/DEP CON** 123.85
RADIO AIDS TO NAVIGATION: NOTAM FILE OKK.
KOKOMO (H) VORTAC 113.5 OKK Chan 82 N40°31.67′ W86°03.48′ 237° 27.7 NM to fld. 830/00E.
NDB (MHW) 278 FKR N40°16.23′ W86°33.77′ at fld. NDB unmonitored 0000–1200Z‡. NOTAM FILE HUF.



FRANKLIN FLYING FIELD (3FK) 3 S UTC−5(−4DT) N39°25.59′ W86°03.50′ **ST. LOUIS**
740 B S4 **FUEL** 100LL NOTAM FILE HUF
RWY 03–21: H2400X35 (ASPH)
RWY 03: Thld dsplcd 125′. Tree.
RWY 21: Thld dsplcd 165′. Crops.
AIRPORT REMARKS: Attended irregularly. Parachute Jumping. Rwy 03–21 thld lgts OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.7



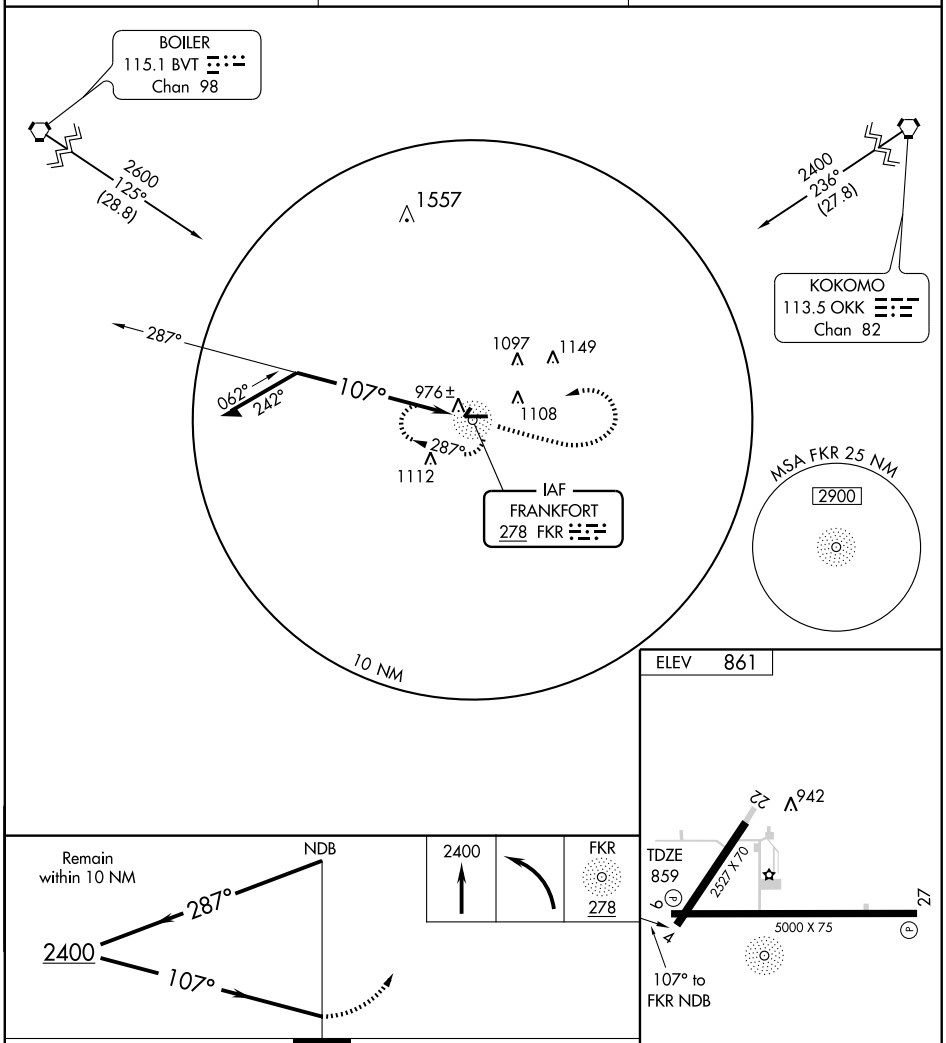
NDB FKR 278	APP CRS 107°	Rwy Idg 5000 TDZE 859 Apt Elev 861

NDB RWY 9
FRANKFORT MUNI (FKR)

NA

MISSED APPROACH: Climb to 2400, then left turn direct FKR NDB and hold.

AWOS-3	CHICAGO CENTER	UNICOM
124.325	123.85 343.95	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-9	1360-1	501 (500-1)	1360-1½	501 (500-1½)
CIRCLING	1460-1	599 (600-1)	1460-1½ 599 (600-1½)	1460-2 599 (600-2)

MIRL Rwys 9-27 and 4-22 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
092°	TDZE	859
	Apt Elev	861

RNAV (GPS) RWY 9

FRANKFORT MUNI (FKR)

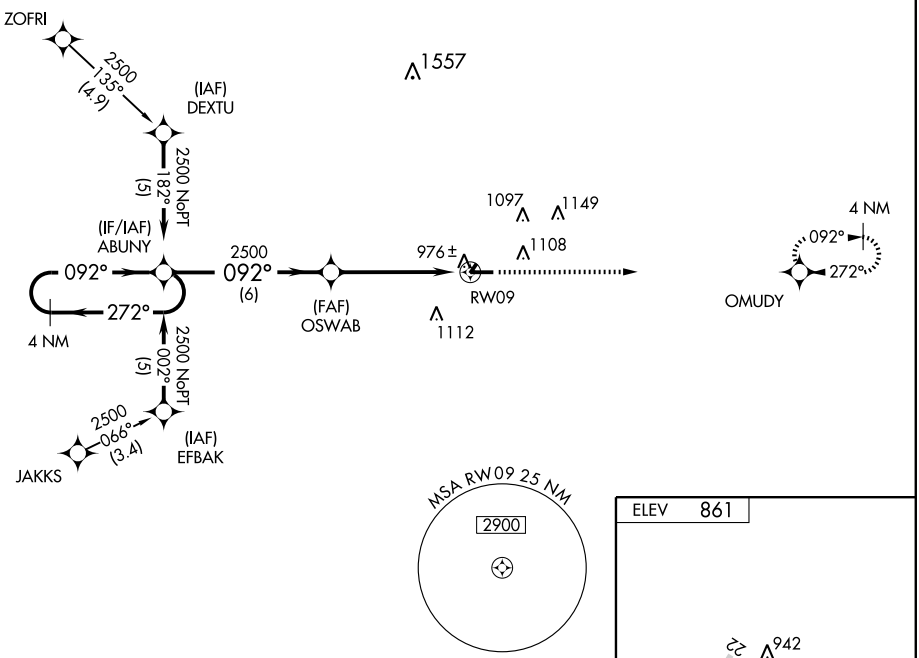
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

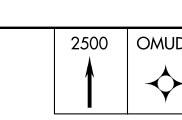
NA

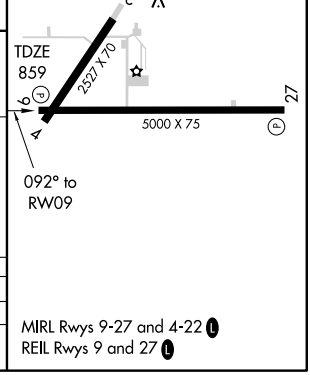
MISSED APPROACH: Climb to 2500 direct to OMUDY WP and hold.

AWOS-3	CHICAGO CENTER	UNICOM
124.325	123.85 343.95	123.0 (CTAF) L

Procedure NA for arrival at ZOFRI
via V51-87 northwestbound.







CATEGORY	A	B	C	D
LNAV MDA	1280-1	421 (500-1)	1280-1¼	421 (500-1¼)
CIRCLING	1460-1	599 (600-1)	1460-1½ 599 (600-1½)	1460-2 599 (600-2)

MIRL Rwys 9-27 and 4-22 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
272°	TDZE	861
	Apt Elev	861

RNAV (GPS) RWY 27

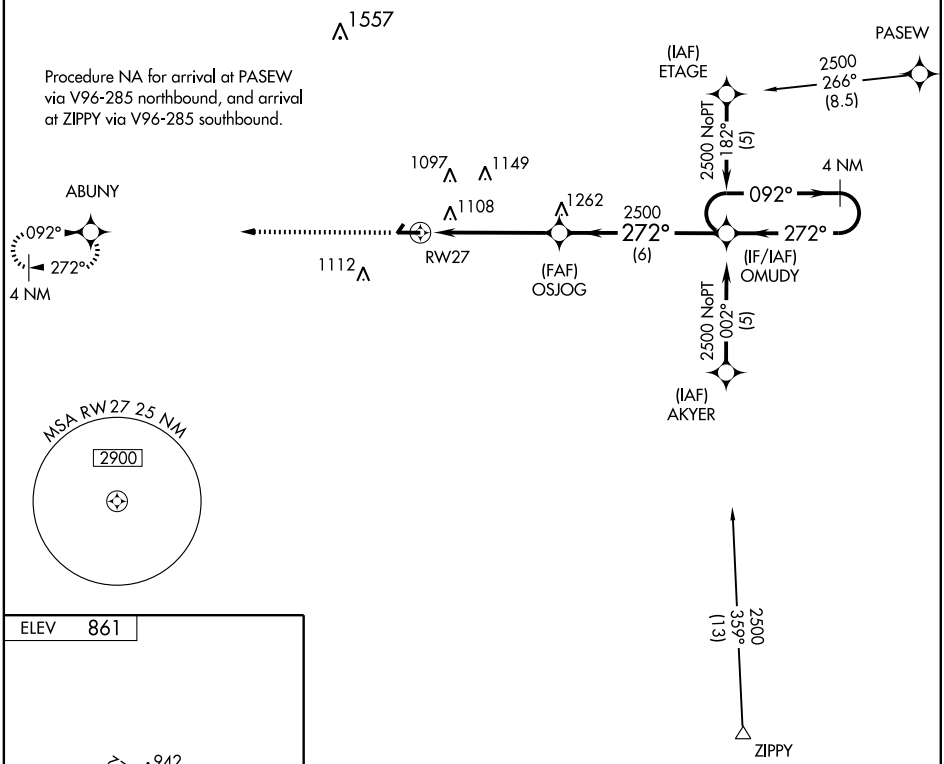
FRANKFORT MUNI (FKR)

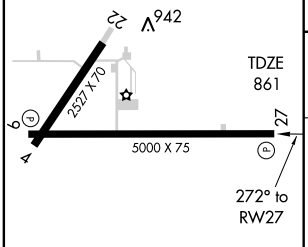
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

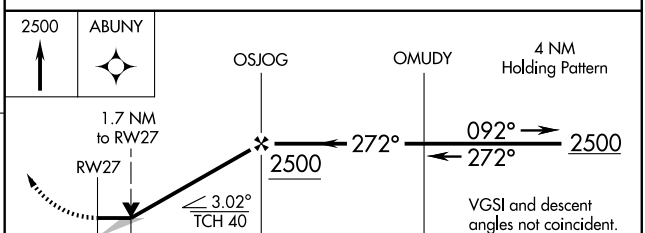
NA

MISSED APPROACH: Climb to 2500 direct ABUNY WP and hold.

AWOS-3	CHICAGO CENTER	UNICOM
124.325	123.85 343.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1420-1	559 (600-1)	1420-1½ 559 (600-1½)	1420-1¾ 559 (600-1¾)
CIRCLING	1460-1	599 (600-1)	1460-1½ 599 (600-1½)	1460-2 599 (600-2)

MIRL Rwys 9-27 and 4-22 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

FREEMAN MUNI (See SEYMOUR)

FRENCH LICK

FRENCH LICK MUNI (FRH) 3 SW UTC−5(−4DT) N38°30.37′ W86°38.22′ **ST. LOUIS**

792 B S3 **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–27D**

RWY 08–26: H5500X100 (ASPH) S–50, D–60 MIRL **IAP**

RWY 08: VASI(V4L)—GA 3.0° TCH 36′. Trees.

RWY 26: REIL. VASI(V4L)—GA 3.0° TCH 38′. Trees.

AIRPORT REMARKS: Attended 1400–2300Z‡. For svc after hrs call pager: 888–237–6574. Deer on and invof arpt. ACTIVATE MIRL Rwy 08–26—122.8.

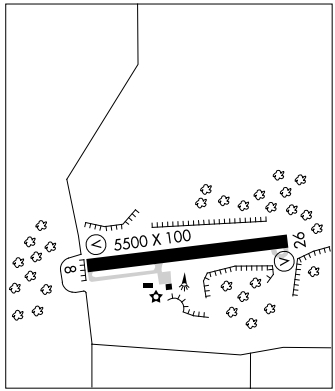
WEATHER DATA SOURCES: AWOS–3 118.075 (812) 936–2252.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ**LOUISVILLE APP/DEP** 132.075 (East) 123.675 (West)

RADIO AIDS TO NAVIGATION: NOTAM FILE BMG.

HOOSIER (L) VORTAC 110.2 OOM Chan 39 N39°08.63′ W86°36.78′ 184° 38.2 NM to fld. 845/2W.



PATOKA RESERVOIR LANDING AREA SPB (Ø6I) 8 NW UTC−5(−4DT) N38°26.00′ W86°41.47′ **ST LOUIS**

536 NOTAM FILE HUF

WATERWAY E–W: 16000X3500 (WATER)

SEAPLANE REMARKS: Unattended. Seaplane Ops prohibited SS–SR. CAUTION: Low alt–high speed military training route activity, ctc FSS for information. Lake use permit required. Call 812–685–2464.

COMMUNICATIONS: CTAF 122.9

FULTON CO (See ROCHESTER)

GALVESTON (5I6) 3 NW UTC−5(−4DT) N40°35.05′ W86°15.42′ **CHICAGO**

786 NOTAM FILE HUF

RWY 18–36: 2720X75 (TURF)

RWY 18: Thld dsplcd 200′. Crops. Rgt tfc. **RWY 36:** Thld dsplcd 200′. Crops.

AIRPORT REMARKS: Unattended. Ingress/egress must be coordinated with Grissom AFB apch control on frequency 121.05 and Twr on frequency 133.7. Rwy 18–36 edges and dspld thlds marked with yellow and black aluminum strips. Crops 100′ E and W of centerline entire length of Rwy 18–36.

COMMUNICATIONS: CTAF 122.9

GARIE N41°34.35′ W87°19.62′ NOTAM FILE GYY. **CHICAGO**

NDB (LOM) 236 GY 306° 4.7 NM to Gary/Chicago Intl.

APP CRS	Rwy Idg	5500
258°	TDZE	792
	Apt Elev	792

GPS RWY 26

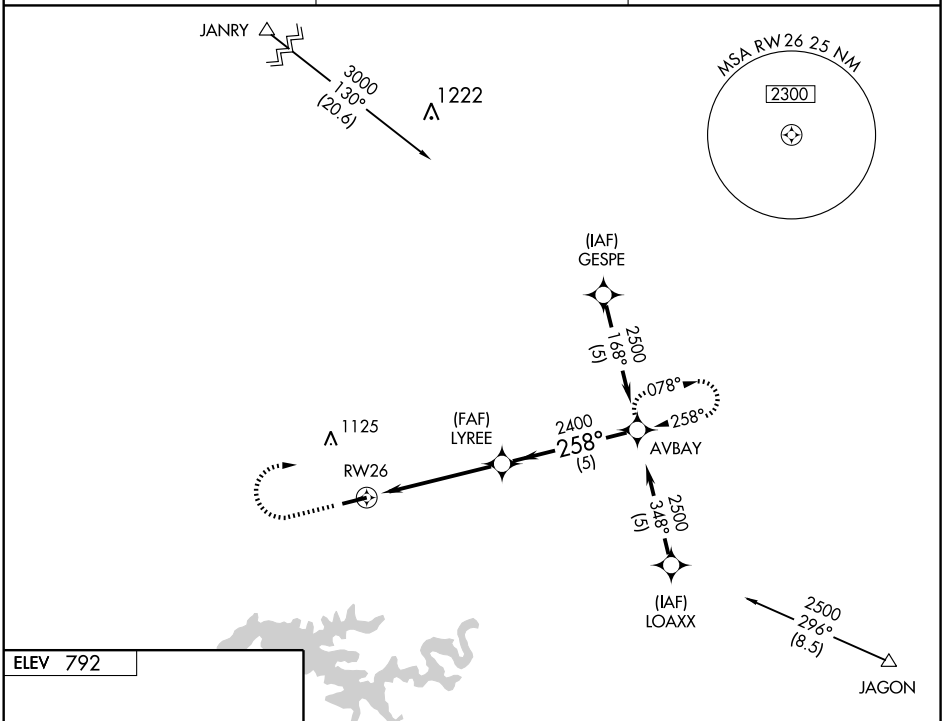
FRENCH LICK MUNI (FRH)

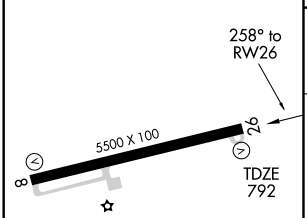
NA

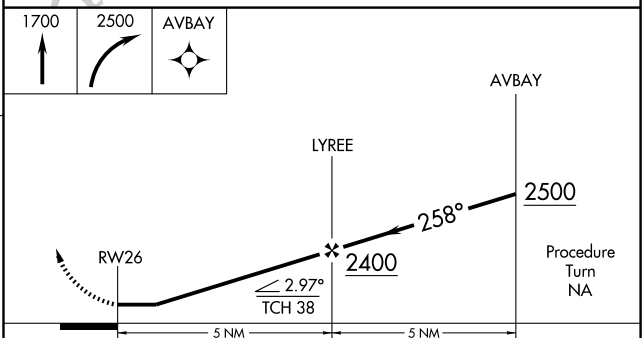
Use Louisville/Standiford altimeter setting.

MISSED APPROACH: Climb to 1700, then climbing right turn to 2500 direct AVBAY WP and hold.

AWOS-3	LOUISVILLE APP CON	UNICOM
118.075	132.075 327.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-26	1340-1	548 (600-1)	1340-1½ 548 (600-1½)	1340-1¾ 548 (600-1¾)
CIRCLING	1440-1	648 (700-1)	1440-1¾ 648 (700-1¾)	1640-2¾ 848 (900-2¾)

MIRL Rwy 8-26 L
REIL Rwy 26

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
078°	TDZE	792
	Apt Elev	792

RNAV (GPS) RWY 8

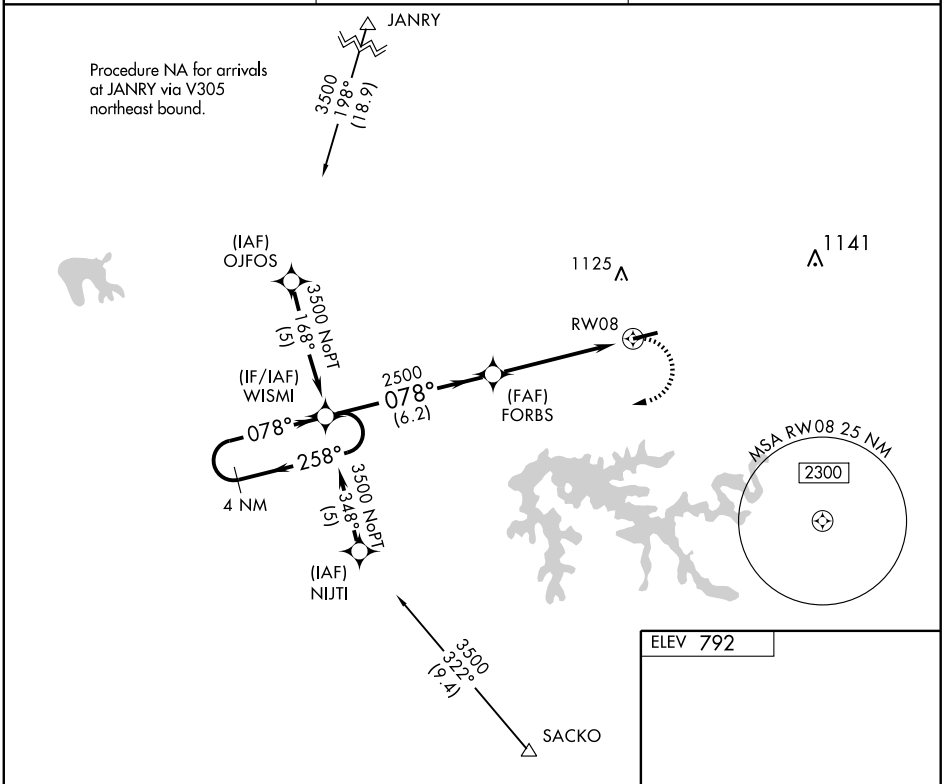
FRENCH LICK MUNI (FRH)

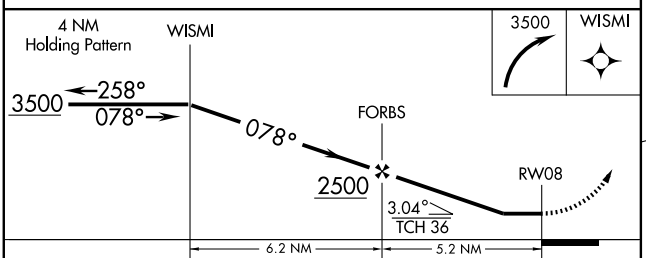
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 160 feet, increase LNAV Cat C and D visibility ½ mile, and increase Cat C Circling visibility ¼ mile and Cat D Circling visibility ½ mile.

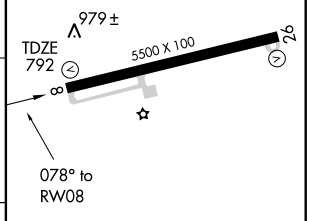
NA

MISSED APPROACH: Climbing right turn to 3500 direct WISMI and hold.

AWOS-3	LOUISVILLE APP CON	UNICOM
118.075	132.075 327.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1240-1 448 (500-1)		1240-1¼ 448 (500-1¼)	1240-1½ 448 (500-1½)
CIRCLING	1280-1 488 (500-1)		1280-1½ 488 (500-1½)	1480-2¼ 688 (700-2¼)

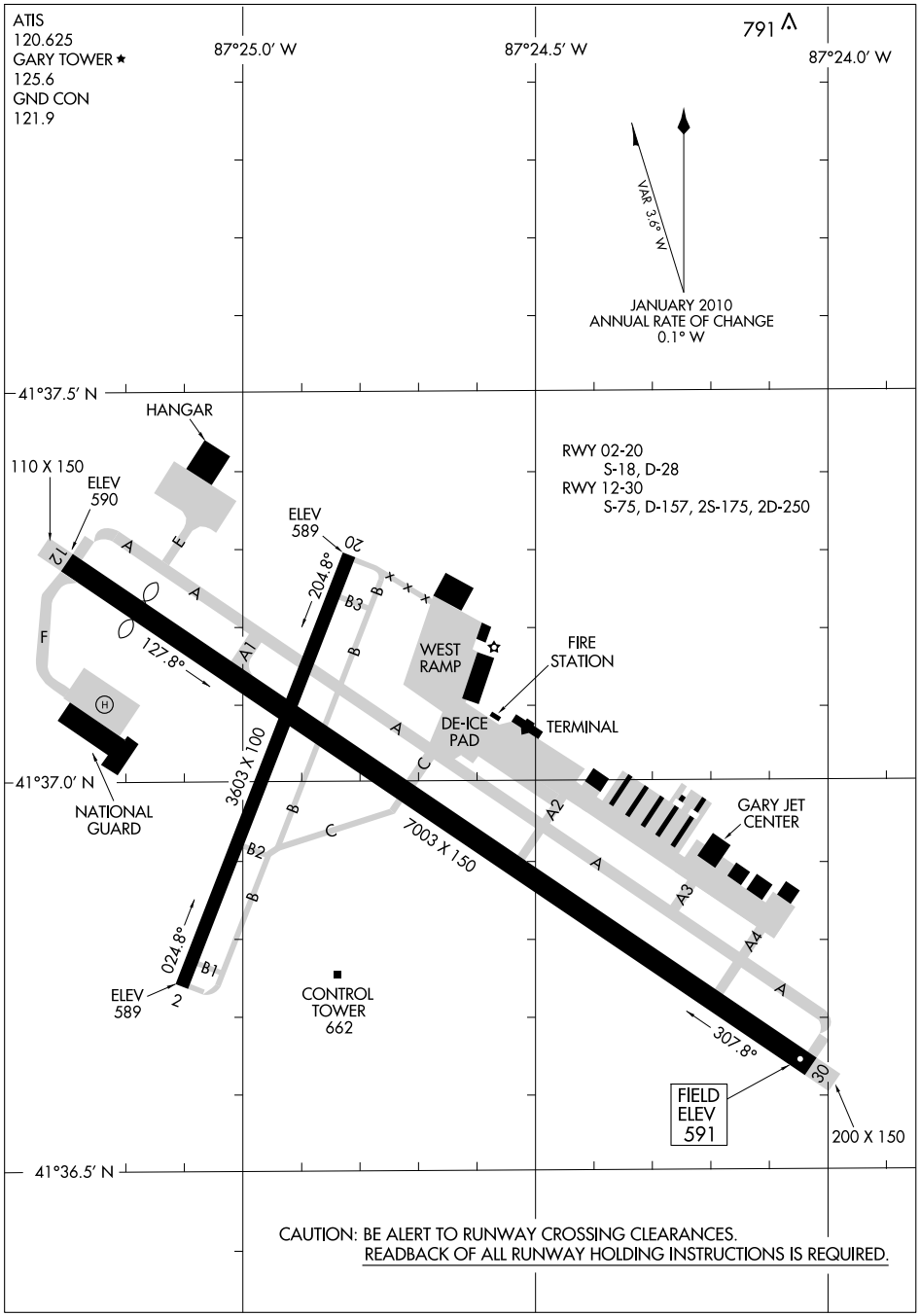
MIRL Rwy 8-26 L
REIL Rwy 26

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

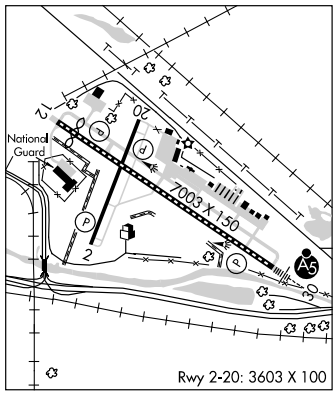
AL-748 (FAA)

GARY/CHICAGO INTL (GYY)
GARY, INDIANA



EC-2, 21 OCT 2010 to 18 NOV 2010

GARY/CHICAGO INTL (GYY) 3 NW UTC−6(−5DT) N41°36.98′ W87°24.77′ CHICAGO
591 B S4 **FUEL** 100LL, JET A OX 3 ARFF Index—See Remarks NOTAM FILE GYY COPTER
RWY 12–30: H7003X150 (ASPH–GRVD) S–75, D–157, 2S–175, 2D–250. HIRL CL H–5E, L–28H, A
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 713′. Pole. IAP, AD
RWY 30: MALSR. PAPI(P4L)—GA 3.0° TCH 50′. Pole.
RWY 02–20: H3603X100 (ASPH) S–18, D–28 MIRL
RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 35′. Road.
RWY 20: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Pole.
AIRPORT REMARKS: Attended continuously. Unlighted 30′ AGL obstruction 1700′ SE apch end Rwy 30. Birds; coyotes and deer and other wildlife and migratory waterfowl on and invof arpt. No line of sight between intersecting rwy ends. Rwy 30 touchdown rwy visual range avbl. Class I, ARFF Index B. ARFF Index C avbl 4 hrs PPR ctc 219–949–4922. Rwy 02–20 avbl to air carrier with more than 19 passenger seats between Rwy 12–30 and Twy A for taxiing only. Twys A, A–1, A–2, A–4 and Twy C north of Rwy 12–30 avbl to air carrier acft with more than 9 seats. Twy Foxtrot military use only. Uncontrolled vehicles on ramps N side of artp. When twr clsd ACTIVATE HIRL Rwy 12–30, MIRL Rwy 02–20; REIL Rwys 02, 12 and 20 and MALSR Rwy 30—CTAF. Ldg fee. Ldg fee for acft 12,500 lbs and over and all twin engine acft.

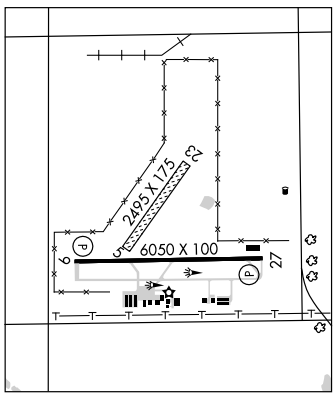


WEATHER DATA SOURCES: AWOS–3 (219) 944–0010.
COMMUNICATIONS: CTAF 125.6 **ATIS** 120.625
CHICAGO HEIGHTS RCO 122.1R, 114.2T (KANKAKEE RADIO)
CROWNPOINT RCO 123.65 (TERRE HAUTE RADIO)
Ⓡ **CHICAGO APP/DEP CON** 133.1
TOWER 125.6 (1100–0400Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1100–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
CHICAGO HEIGHTS (L) VORTAC 114.2 CGT Chan 89 N41°30.60′ W87°34.29′ 046° 9.6 NM to fld. 634/2E.
GARIE NDB (LOM) 236 GY N41°34.35′ W87°19.62′ 306° 4.7 NM to fld.
ILS/DME 108.75 I–GYY Chan 24(Y) Rwy 30. Class IE. LOM GARIE NDB. Unmonitored when twr clsd.

GIPPER (See GIPPER, MI)

GLENNDALE (See KOKOMO)

GOSHEN MUNI (GSH) 3 SE UTC−5(−4DT) N41°31.58′ W85°47.65′ CHICAGO
827 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE GSH H–5E, 10F, L–28I
RWY 09–27: H6050X100 (ASPH–GRVD) S–45, D–60, 2D–100 HIRL IAP
RWY 09: REIL. PAPI(P2L)—GA 3.5° TCH 40′. Tree.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 47′. Tree.
RWY 05–23: 2495X175 (TURF)
RWY 05: P–line. **RWY 23:** P–line.
AIRPORT REMARKS: Attended Mon–Sat 1200–0000Z‡, Sun 1300–2300Z‡. Parachute Jumping. Rwy 05 and Rwy 23 has white metal markers at sides and ends. HIRL Rwy 09–27 preset low ints, to increase ints and ACTIVATE REIL Rwy 09 and Rwy 27—CTAF.



WEATHER DATA SOURCES: ASOS 121.45 (574) 642–4231.
COMMUNICATIONS: CTAF/UNICOM 123.05
GOSHEN RCO 122.1R 113.7T (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 135.9
SOUTH BEND CLNC DEL 125.25
RADIO AIDS TO NAVIGATION: NOTAM FILE GSH.
(H) VORTAC 113.7 GSH Chan 84 N41°31.51′ W86°01.68′ 090° 10.6 NM to fld. 852/00E.
ILS 108.3 I–GSH Rwy 27. Unmonitored. LOC BC unusable.

GREENCASTLE N39°42.84′ W86°48.36′ NOTAM FILE HUF. ST. LOUIS
NDB (MHW) 521 TVX 187° 4.8 NM to Putnam Co. L–27D

LOC I-GYY	APP CRS	Rwy Idg	7003
108.75	306°	TDZE	592
Chan 24 (Y)		Apt Elev	592

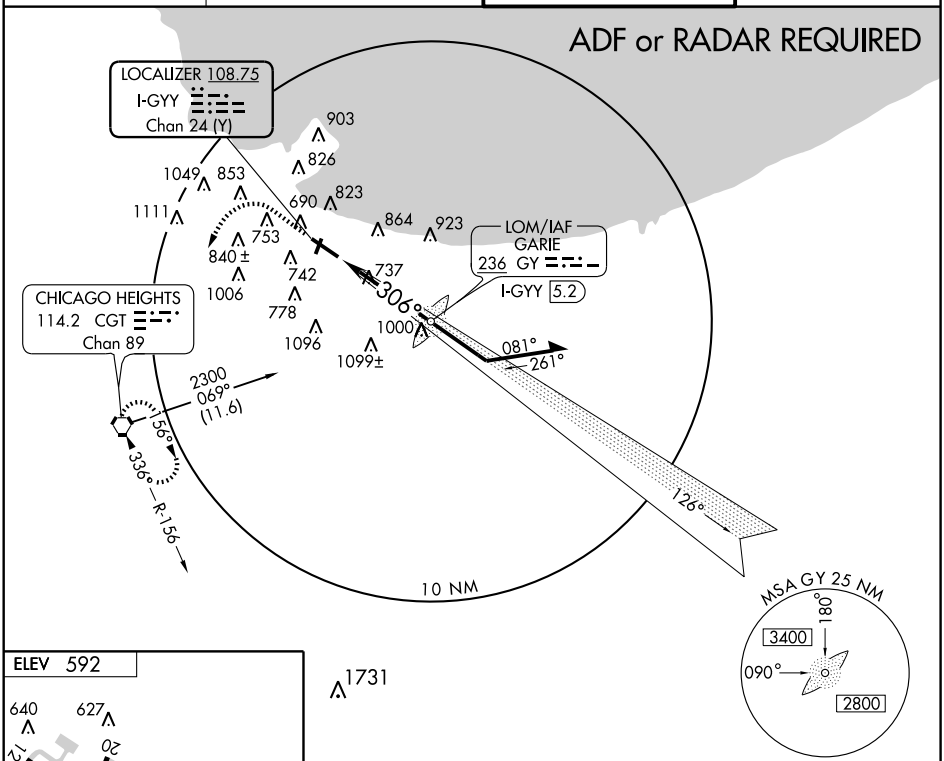
COPTER ILS RWY 30

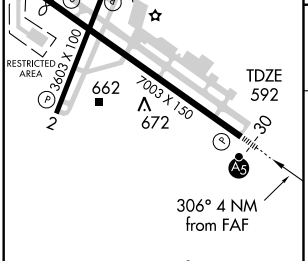
GARY/CHICAGO INTL (GYY)

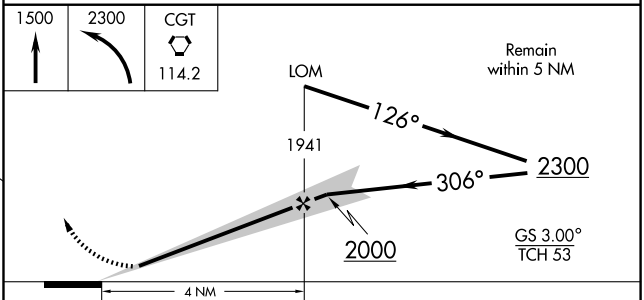
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct CGT VORTAC and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9







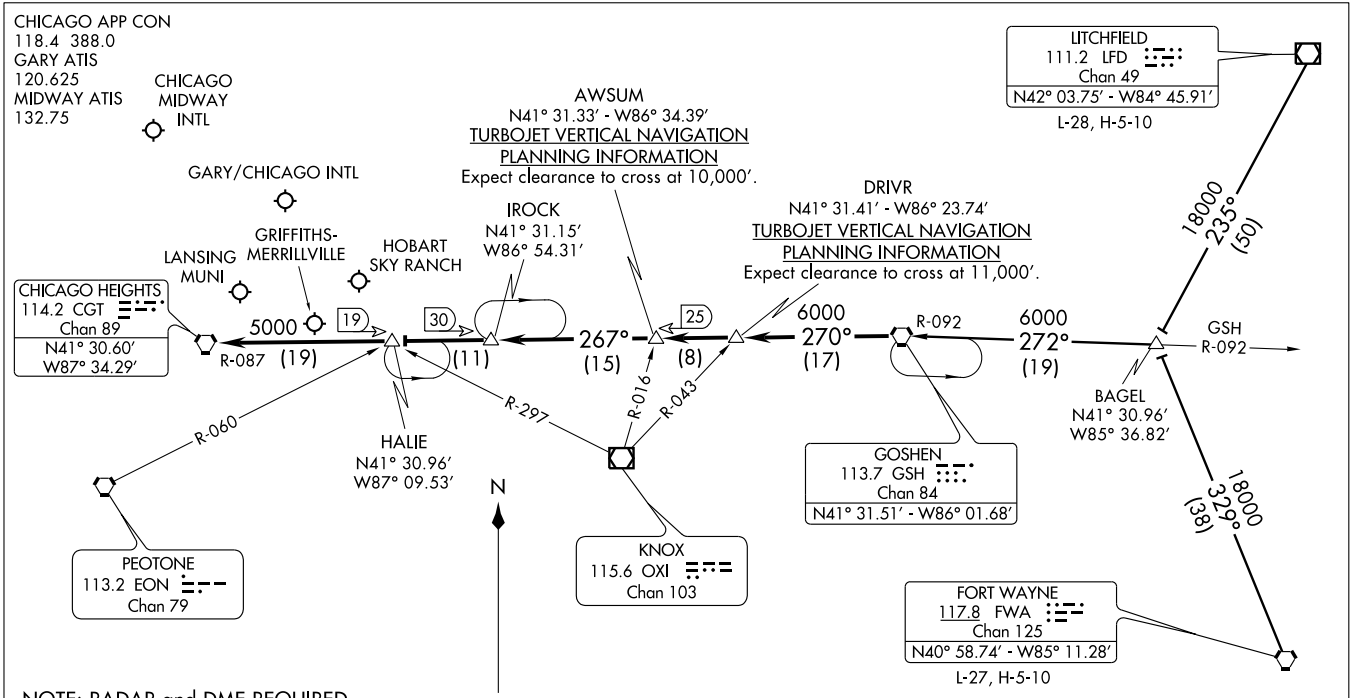
REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

FAF to MAP 4 NM					
Knots	45	60	75	90	105
Min:Sec	5:20	4:00	3:12	2:40	2:17

CATEGORY	COPTER
S–ILS 30	792-¼ 200 (200-¼)
S–LOC 30	1000-¼ 408 (500-¼)
CIRCLING	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

08325 GOSHEN FOUR ARRIVAL (GSH.GSH4) ST-81 (FAA) CHICAGO, ILLINOIS



NOTE: RADAR and DME REQUIRED.

FORT WAYNE TRANSITION (FWA.GSH4): From over FWA VORTAC via FWA R-329 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....

LITCHFIELD TRANSITION (LFD.GSH4): From over LFD VOR/DME via LFD R-235 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence...

.... From over GSH VORTAC via GSH R-270 to DRIVR INT, then via GSH R-270 to AWSUM INT/GSH 25 DME, then via CGT R-087 to IROCK/CGT 30 DME , then via CGT R-087 to HALIE INT/CGT 19 DME, then via CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

LOC/DME I-GYY	APP CRS	Rwy Idg 7003
108.75	306°	TDZE 591
Chan 24 (Y)		Apt Elev 591

ILS or LOC RWY 30
GARY/ CHICAGO INTL (GYY)

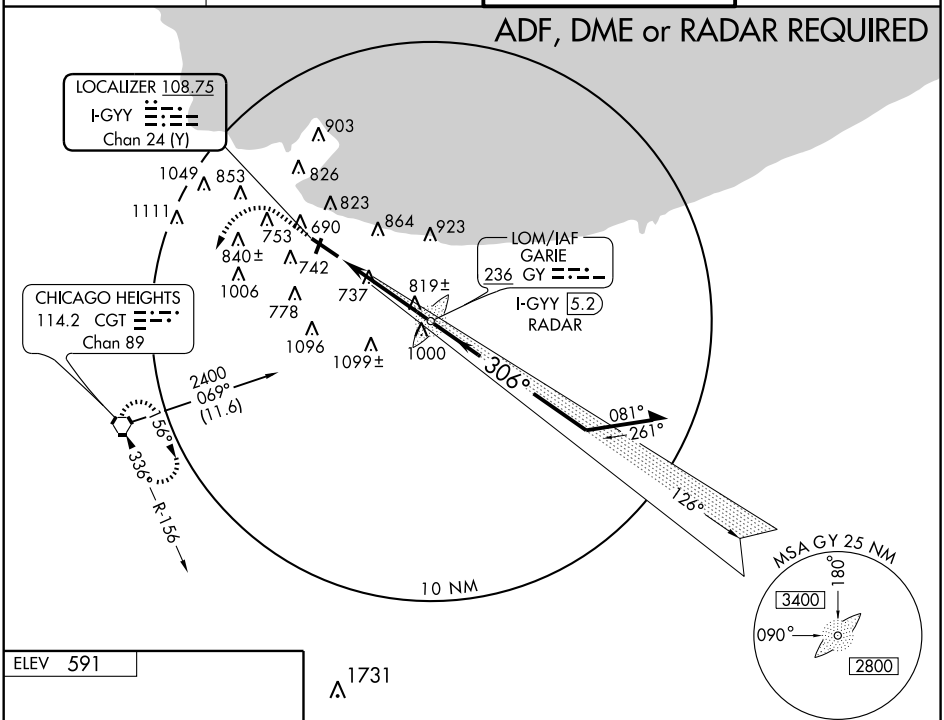
When local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase DA to 838 feet, increase all MDAs 60 feet, S-LOC 30 Cat C visibility to RVR 5000 and Cat D visibility to RVR 6000, Circling Cat C visibility to 1¾ mile.

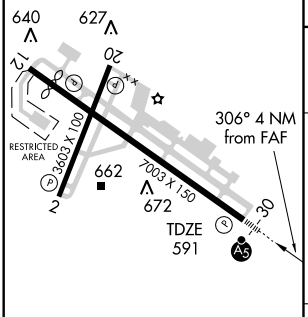
MALSR

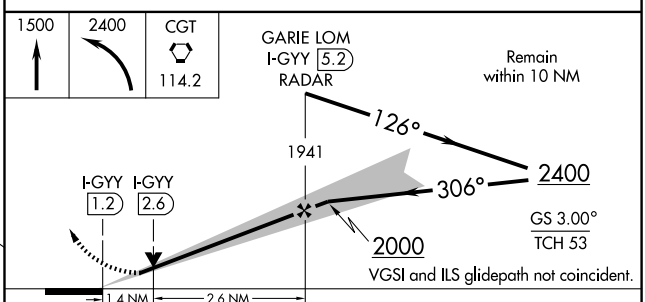
MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct CGT VORTAC and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9

ADF, DME or RADAR REQUIRED





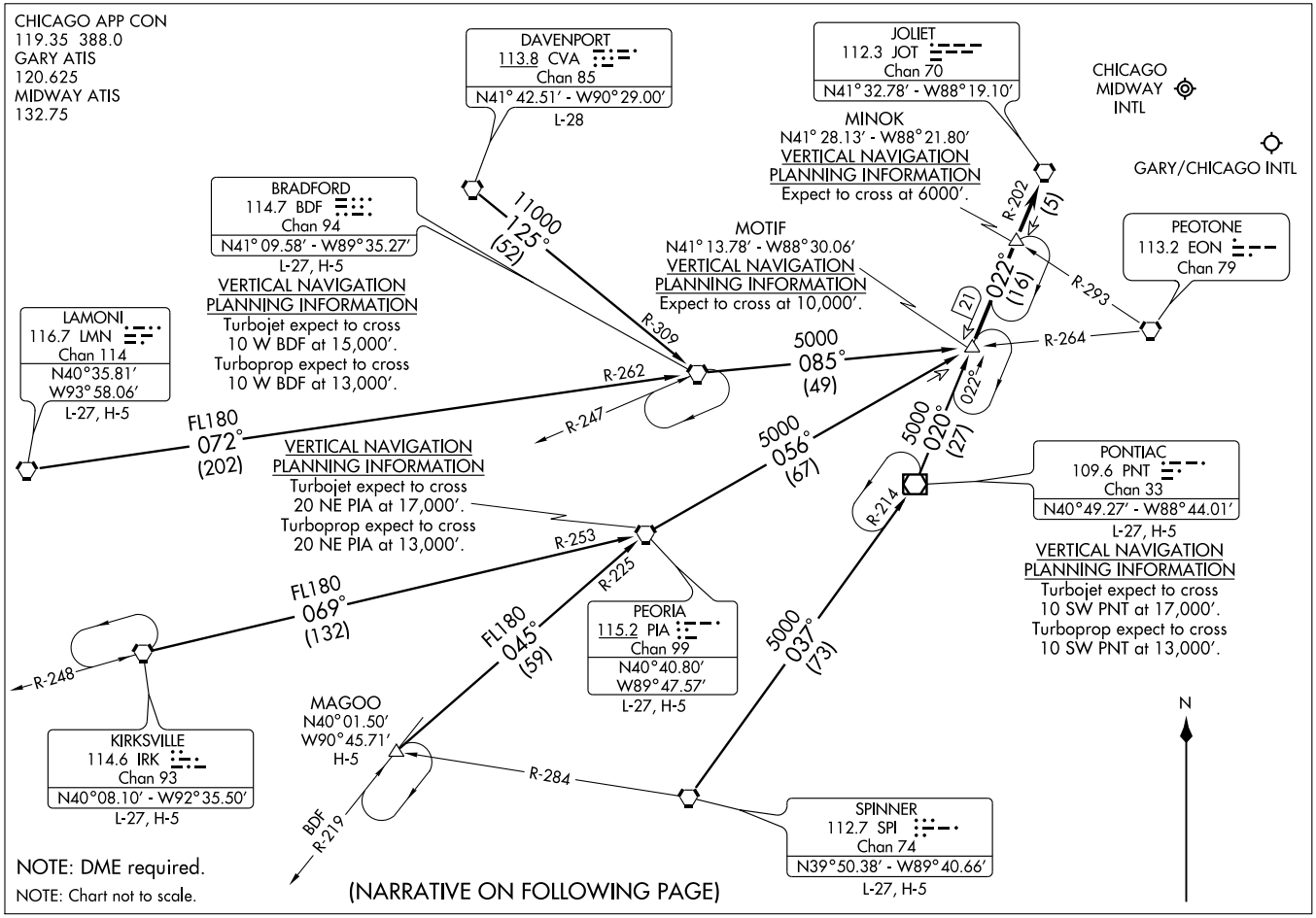


REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-ILS 30	791/24 200 (200-½)			
S-LOC 30	1080/24 489 (500-½)		1080/40 489 (500-¾)	1080/50 489 (500-1)
CIRCLING	1140-1 549 (600-1)		1180-1½ 589 (600-1½)	1180-2 589 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010



09351 MOTIF THREE ARRIVAL (MOTIF.MOTIF3) CHICAGO, ILLINOIS

ARRIVAL DESCRIPTION

BRADFORD TRANSITION (BDF.MOTIF3): From over BDF VORTAC via BDF R-085 to MOTIF INT. Thence. . . .

DAVENPORT TRANSITION (CVA.MOTIF3): From over CVA VORTAC via CVA R-125 and BDF R-309 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

KIRKSVILLE TRANSITION (IRK.MOTIF3): From over IRK VORTAC via IRK R-069 and PIA R-253 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

LAMONI TRANSITION (LMN.MOTIF3): From over LMN VORTAC via LMN R-072 and BDF R-262 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

MAGOO TRANSITION (MAGOO.MOTIF3): From over MAGOO INT via PIA R-225 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

PEORIA TRANSITION (PIA.MOTIF3): From over PIA VORTAC via PIA R-056 to MOTIF INT. Thence. . . .

PONTIAC TRANSITION (PNT.MOTIF3): From over PNT VOR/DME via PNT R-020 to MOTIF INT. Thence. . . .

SPINNER TRANSITION (SPI.MOTIF3): From over SPI VORTAC via SPI R-037 and PNT R-214 to PNT VOR/DME, then via PNT R-020 to MOTIF INT. Thence. . . .

. . . .From over MOTIF INT via JOT R-202 to JOT VORTAC. Expect vector to final approach course.

EC-3, 21 OCT 2010 to 18 NOV 2010

LOM GY 236	APP CRS 306°	Rwy Idg 7003 TDZE 592 Apt Elev 592

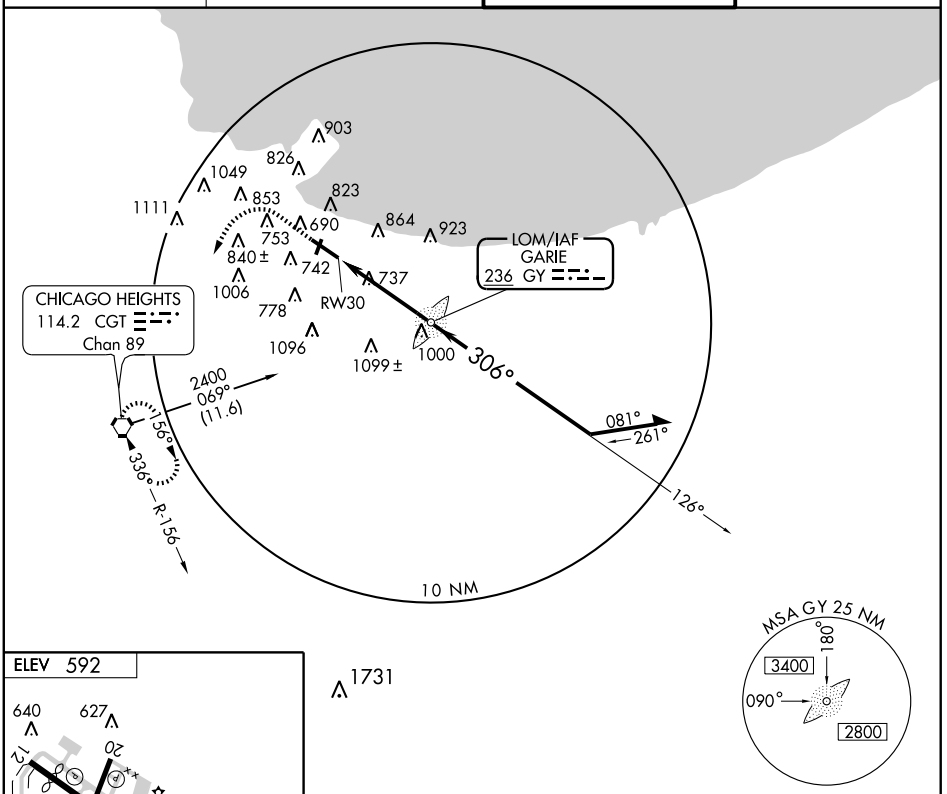
NDB or GPS RWY 30

GARY/CHICAGO INTL (GYY)

MALSR

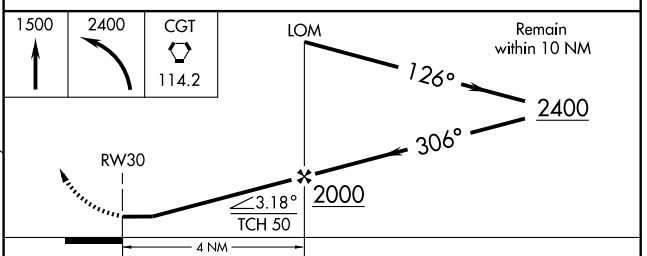
MISSED APPROACH: Climb to 1500, then climbing left turn to 2400 direct CGT VORTAC and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9





1731



REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-30	1180-¾ 588 (600-¾)		1180-1 588 (600-1)	1180-1½ 588 (600-1½)
CIRCLING	1180-1 588 (600-1)		1180-1½ 588 (600-1½)	1180-2 588 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3603
203°	TDZE	591
	Apt Elev	592

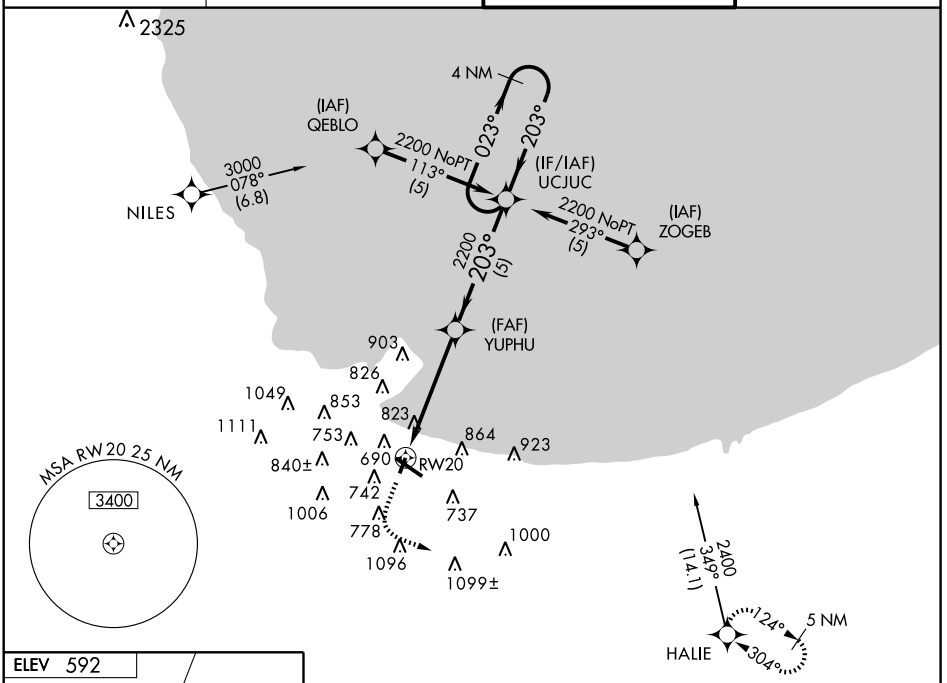
RNAV (GPS) RWY 20

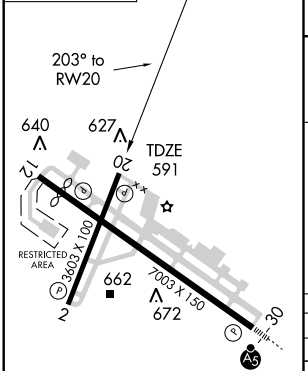
GARY/CHICAGO INTL (GYY)

T NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

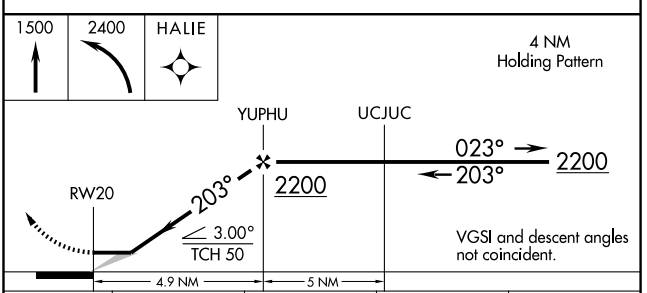
MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct HALIE WP and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9





REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1080-1 489 (500-1)		1080-1¼ 489 (500-1¼)	1080-1½ 489 (500-1½)
CIRCLING	1140-1 548 (600-1)		1180-1½ 588 (600-1½)	1180-2 588 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6290
126°	TDZE	591
	Apt Elev	591

RNAV (RNP) RWY 12
GARY/CHICAGO INTL (GYY)

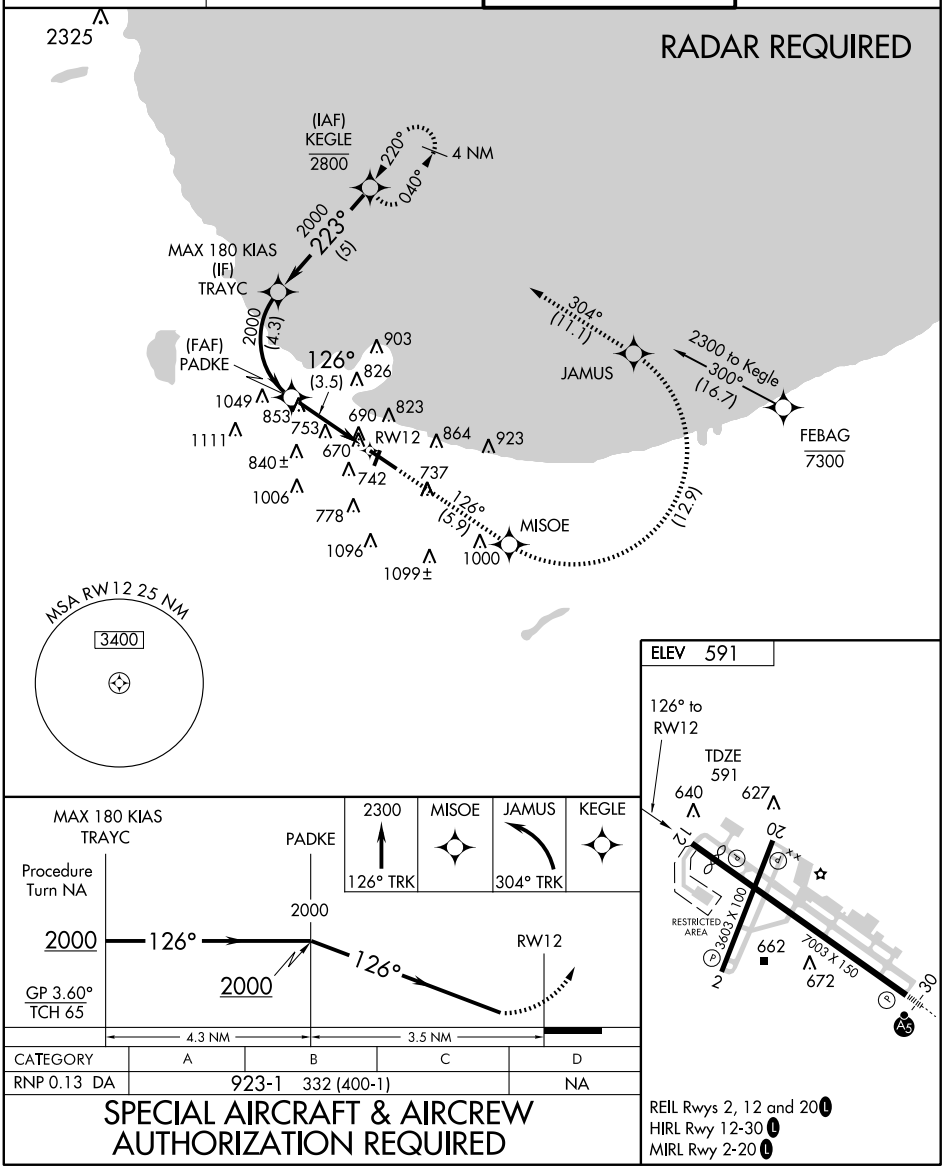
RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 38°C (100°F). Procedure NA for wingspans greater than 136 feet. Visibility reduction by helicopters NA. Procedure NA at night.

NA

MISSED APPROACH: Climb to 2300 via 126° track to MISOE, left radius turn to JAMUS, 304° track to KEGLE and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9

EC-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
RNP 0.13 DA	923-1	332 (400-1)		NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) RWY 30

GARY/CHICAGO INTL (GYY)

APP CRS	Rwy Idg	7003
306°	TDZE	591
	Apt Elev	591

For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 47°C (117°F). For inoperative MALSR, increase RNP 0.13 visibility to 1¼ all Cats. RF and GPS REQUIRED.

MALSR

MISSED APPROACH: Climb to 2100 via 306° track to HOSEN, right radius turn to DANGE, 028° track to KEGLE and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9

RADAR REQUIRED

KEGLE 220° 040° 4 NM

028° (3.8)

DANGE

(9.8)

903 826 823 HOSEN 864 923

1049 853 753 690 1111 840± 742 1006 778 1096 1099± 663 699 737 1000

RW30 306° (4.2)

(FAF) JATEK

2000 306° (6)

(IF) EBGIN

1320

(IAF) FEBAG 2300 216° (9.5)

(IAF) ALIME 2300 036° (5)

MSA RW30 25 NM 3400

ELEV 591

640 627 12 20 02 20 RESTRICTED AREA 3603 X 100 662 7003 X 150 672 TDZE 591 30 2

306° to RW30

REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

2100 TRK 306° | HOSEN | DANGE TRK 028° | KEGLE

TCH: 641 MSL

JATEK 2000 306° EBGIN 2300

RW30 2000

GS 3.00° TCH 50 #

4.2 NM 6 NM

CATEGORY	A	B	C	D
RNP 0.13 DA	936-¾	345 (400-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CGT 114.2 Chan 89	APP CRS 046°	Rwy Idg 3603 TDZE 591 Apt Elev 592

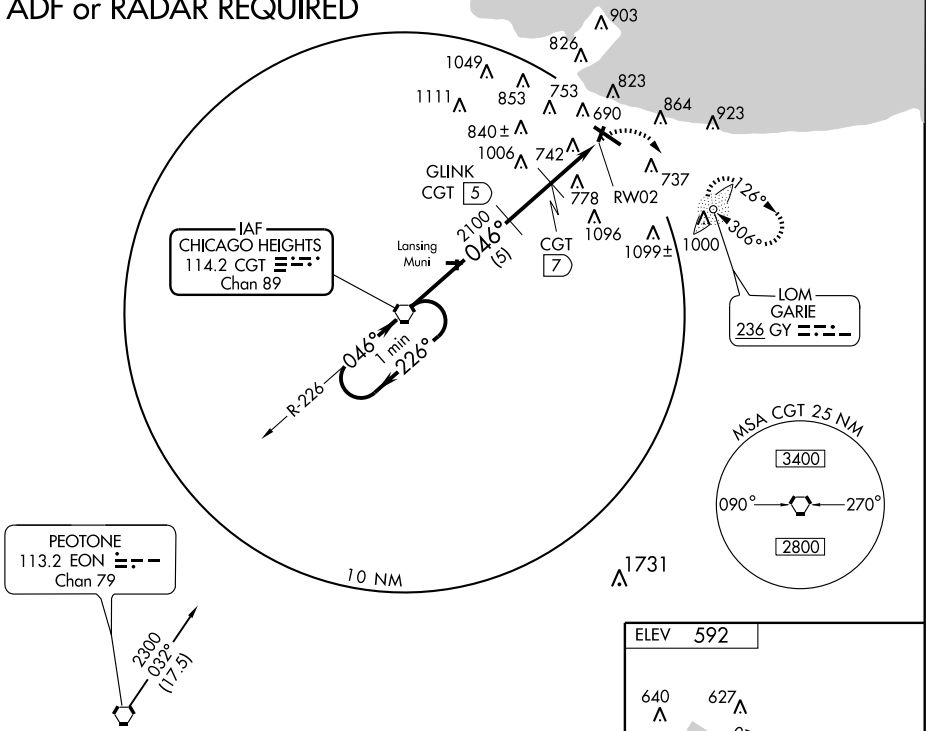
VOR/DME or GPS RWY 2

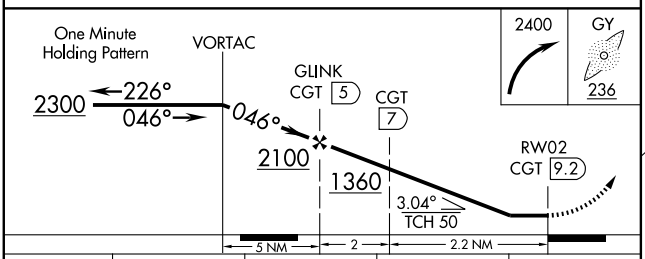
GARY/CHICAGO INTL (GYY)

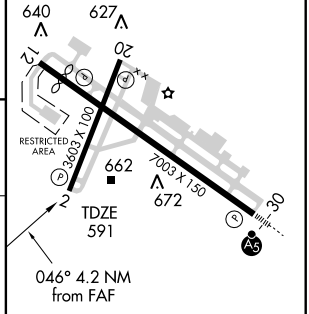
MISSED APPROACH: Climbing right turn to 2400 direct GY LOM and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9

ADF or RADAR REQUIRED





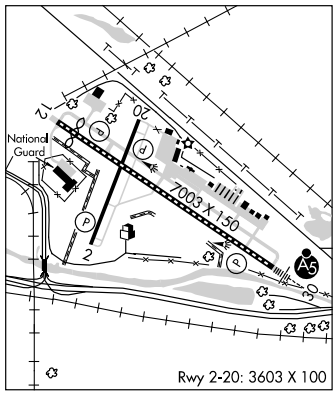


CATEGORY	A	B	C	D
S-2	1040-1 449 (500-1)		1040-1¼ 449 (500-1¼)	1040-1½ 449 (500-1½)
CIRCLING	1140-1 548 (600-1)		1180-1½ 588 (600-1½)	1180-2 588 (600-2)

REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

GARY/CHICAGO INTL (GYY) 3 NW UTC−6(−5DT) N41°36.98′ W87°24.77′ CHICAGO
591 B S4 **FUEL** 100LL, JET A OX 3 ARFF Index—See Remarks NOTAM FILE GYY COPTER
RWY 12–30: H7003X150 (ASPH–GRVD) S–75, D–157, 2S–175, 2D–250. HIRL CL H–5E, L–28H, A
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 713′. Pole. IAP, AD
RWY 30: MALSR. PAPI(P4L)—GA 3.0° TCH 50′. Pole.
RWY 02–20: H3603X100 (ASPH) S–18, D–28 MIRL
RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 35′. Road.
RWY 20: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Pole.
AIRPORT REMARKS: Attended continuously. Unlighted 30′ AGL obstruction 1700′ SE apch end Rwy 30. Birds; coyotes and deer and other wildlife and migratory waterfowl on and invof arpt. No line of sight between intersecting rwy ends. Rwy 30 touchdown rwy visual range avbl. Class I, ARFF Index B. ARFF Index C avbl 4 hrs PPR ctc 219–949–4922. Rwy 02–20 avbl to air carrier with more than 19 passenger seats between Rwy 12–30 and Twy A for taxiing only. Twys A, A–1, A–2, A–4 and Twy C north of Rwy 12–30 avbl to air carrier acft with more than 9 seats. Twy Foxtrot military use only. Uncontrolled vehicles on ramps N side of artp. When twr clsd ACTIVATE HIRL Rwy 12–30, MIRL Rwy 02–20; REIL Rwys 02, 12 and 20 and MALSR Rwy 30—CTAF. Ldg fee. Ldg fee for acft 12,500 lbs and over and all twin engine acft.

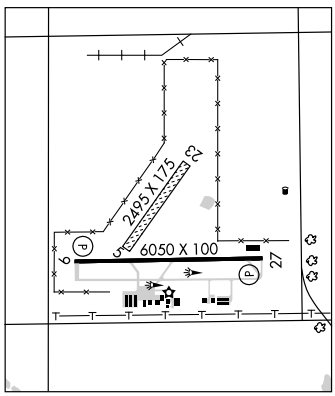


WEATHER DATA SOURCES: AWOS–3 (219) 944–0010.
COMMUNICATIONS: CTAF 125.6 **ATIS** 120.625
CHICAGO HEIGHTS RCO 122.1R, 114.2T (KANKAKEE RADIO)
CROWNPOINT RCO 123.65 (TERRE HAUTE RADIO)
Ⓡ **CHICAGO APP/DEP CON** 133.1
TOWER 125.6 (1100–0400Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1100–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
CHICAGO HEIGHTS (L) VORTAC 114.2 CGT Chan 89 N41°30.60′ W87°34.29′ 046° 9.6 NM to fld. 634/2E.
GARIE NDB (LOM) 236 GY N41°34.35′ W87°19.62′ 306° 4.7 NM to fld.
ILS/DME 108.75 I–GYY Chan 24(Y) Rwy 30. Class IE. LOM GARIE NDB. Unmonitored when twr clsd.

GIPPER (See GIPPER, MI)

GLENNDALE (See KOKOMO)

GOSHEN MUNI (GSH) 3 SE UTC−5(−4DT) N41°31.58′ W85°47.65′ CHICAGO
827 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE GSH H–5E, 10F, L–28I
RWY 09–27: H6050X100 (ASPH–GRVD) S–45, D–60, 2D–100 HIRL IAP
RWY 09: REIL. PAPI(P2L)—GA 3.5° TCH 40′. Tree.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 47′. Tree.
RWY 05–23: 2495X175 (TURF)
RWY 05: P–line. **RWY 23:** P–line.
AIRPORT REMARKS: Attended Mon–Sat 1200–0000Z‡, Sun 1300–2300Z‡. Parachute Jumping. Rwy 05 and Rwy 23 has white metal markers at sides and ends. HIRL Rwy 09–27 preset low ints, to increase ints and ACTIVATE REIL Rwy 09 and Rwy 27—CTAF.



WEATHER DATA SOURCES: ASOS 121.45 (574) 642–4231.
COMMUNICATIONS: CTAF/UNICOM 123.05
GOSHEN RCO 122.1R 113.7T (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 135.9
SOUTH BEND CLNC DEL 125.25
RADIO AIDS TO NAVIGATION: NOTAM FILE GSH.
(H) VORTAC 113.7 GSH Chan 84 N41°31.51′ W86°01.68′ 090° 10.6 NM to fld. 852/00E.
ILS 108.3 I–GSH Rwy 27. Unmonitored. LOC BC unusable.

GREENCASTLE N39°42.84′ W86°48.36′ NOTAM FILE HUF. ST. LOUIS
NDB (MHW) 521 TVX 187° 4.8 NM to Putnam Co. L–27D

APP CRS	Rwy Idg	6050
091°	TDZE	825
	Apt Elev	827

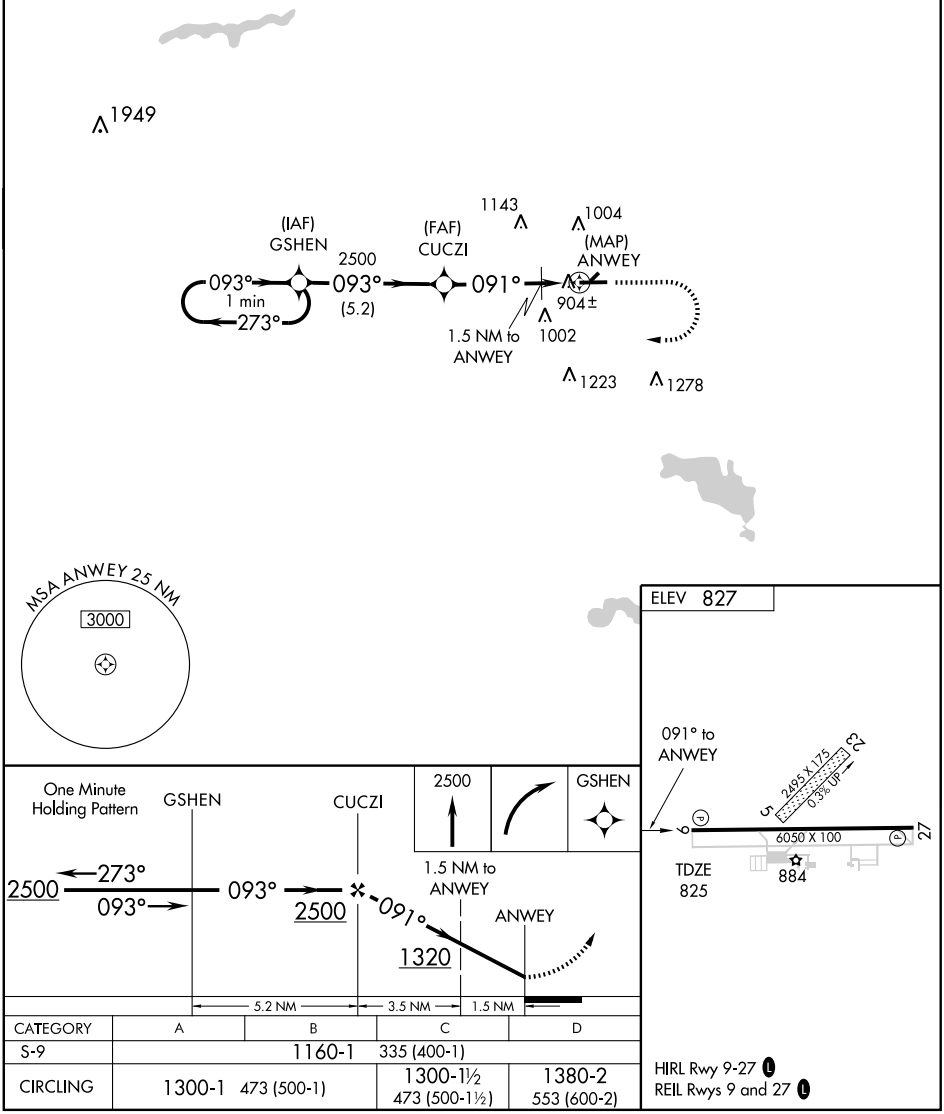
GPS RWY 9
GOSHEN MUNI (GSH)

NA

MISSED APPROACH: Climb to 2500 then right turn direct GSHEN WP and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L

EC-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-9	1160-1		335 (400-1)	
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

LOC I-GSH	APP CRS	Rwy Idg	6050
108.3	273°	TDZE	827
		Apt Elev	827

ILS or LOC RWY 27
GOSHEN MUNI (GSH)

DME or RADAR Required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all DAs/MDAs 40 feet and increase Cedob Fix Minimums S-LOC 27 Cats C/D visibility ¼ mile.

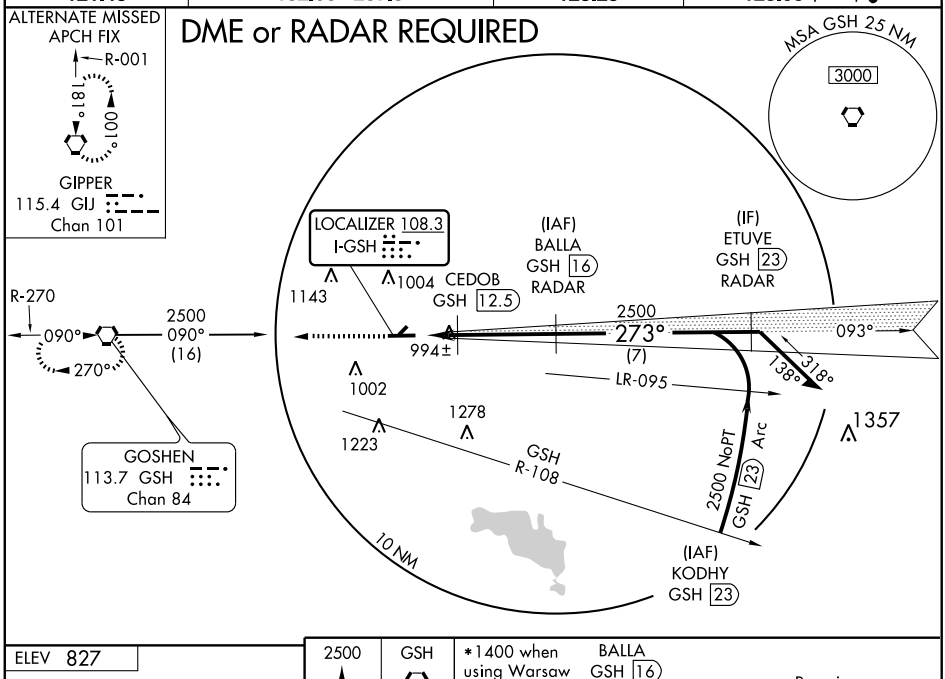
NA

MISSED APPROACH: Climb to 2500 direct GSH VORTAC and hold.

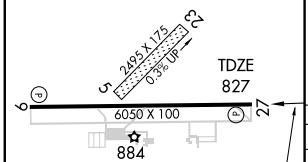
ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L

ALTERNATE MISSED APCH FIX
R-001
181°
001°
GIPPER
115.4 GIJ
Chan 101

DME or RADAR REQUIRED

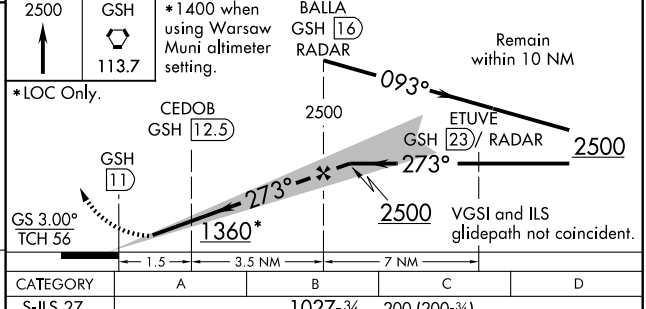


ELEV 827



HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 27		1027-¾	200 (200-¾)	
S-LOC 27	1360-1 533 (600-1)		1360-1½ 533 (600-1½)	1360-1¾ 533 (600-1¾)
CIRCLING	1360-1 533 (600-1)		1360-1½ 533 (600-1½)	1380-2 553 (600-2)
CEDOB FIX MINIMUMS				
S-LOC 27	1300-1 473 (500-1)		1300-1¼ 473 (500-1¼)	1300-1½ 473 (500-1½)
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

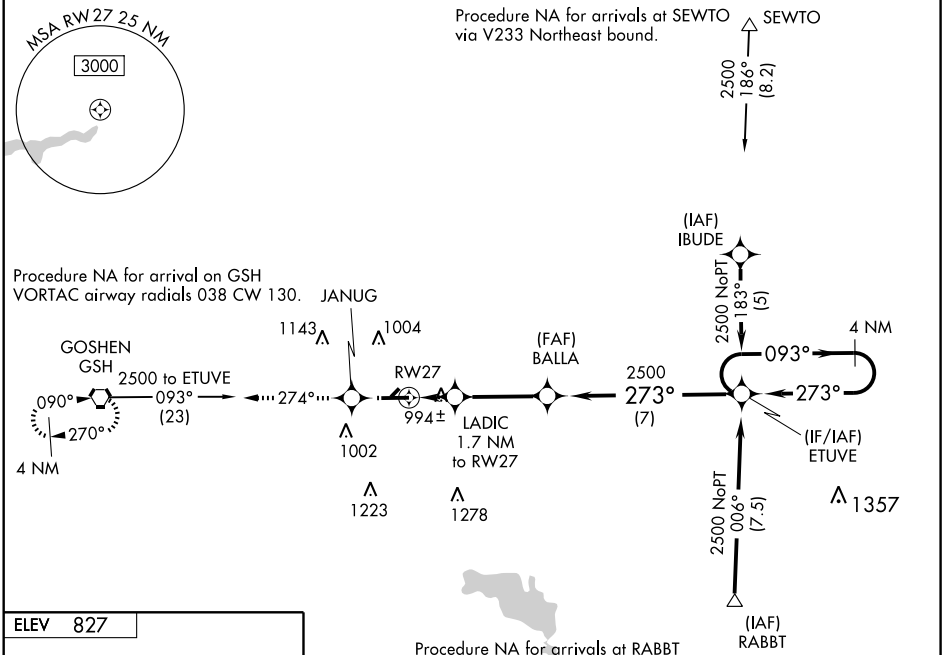
WAAS	APP CRS	Rwy Idg 6050
CH 97606	273°	TDZE 827
W27A		Apt Elev 827

RNAV (GPS) RWY 27
GOSHEN MUNI (GSH)

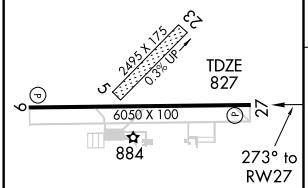
Baro-VNAV NA when using Warsaw Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all DAs/MDAs 40 feet, and increase LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct JANUG and via 274° track to GSH VORTAC and hold.

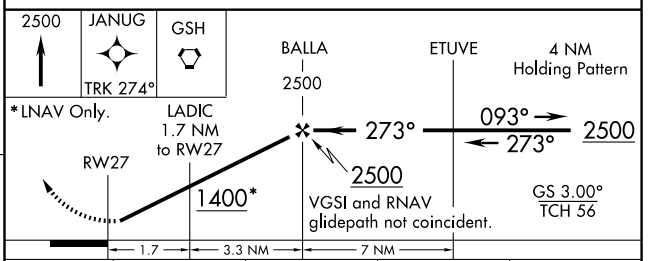
ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L



ELEV 827



HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



CATEGORY	A	B	C	D
LPV DA	1120-1 293 (300-1)			
LNAV/VNAV DA	1307-1¾ 480 (500-1¾)			
LNAV MDA	1260-1 433 (500-1)		1260-1¼ 433 (500-1¼)	1260-1½ 433 (500-1½)
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

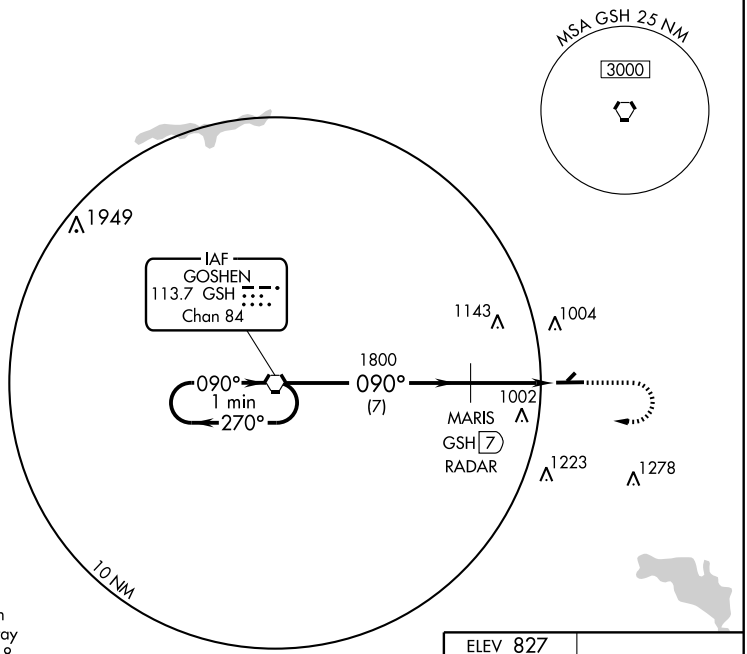
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GSH	APP CRS	Rwy Idg	6050
113.7	090°	TDZE	825
Chan 84		Apt Elev	827

VOR RWY 9
GOSHEN MUNI (GSH)

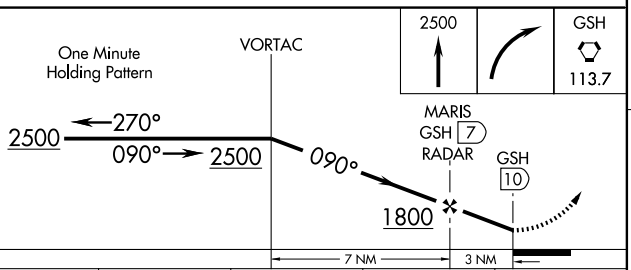
MISSED APPROACH: Climb to 2500 then right turn direct GSH VORTAC and hold.

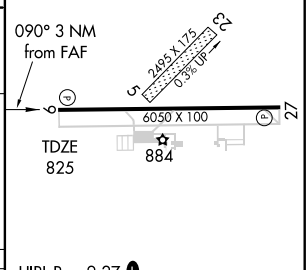
ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L



NoPT for arrivals on GSH VORTAC airway radials 181 CW 318

DME or RADAR REQUIRED





HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

CATEGORY	A	B	C	D
S-9	1300-1	475 (500-1)	1300-1¼ 475 (500-1¼)	1300-1½ 475 (500-1½)
CIRCLING	1300-1	473 (500-1)	1300-1½ 473 (500-1½)	1380-2 553 (600-2)

FAF to MAP 3 NM

Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

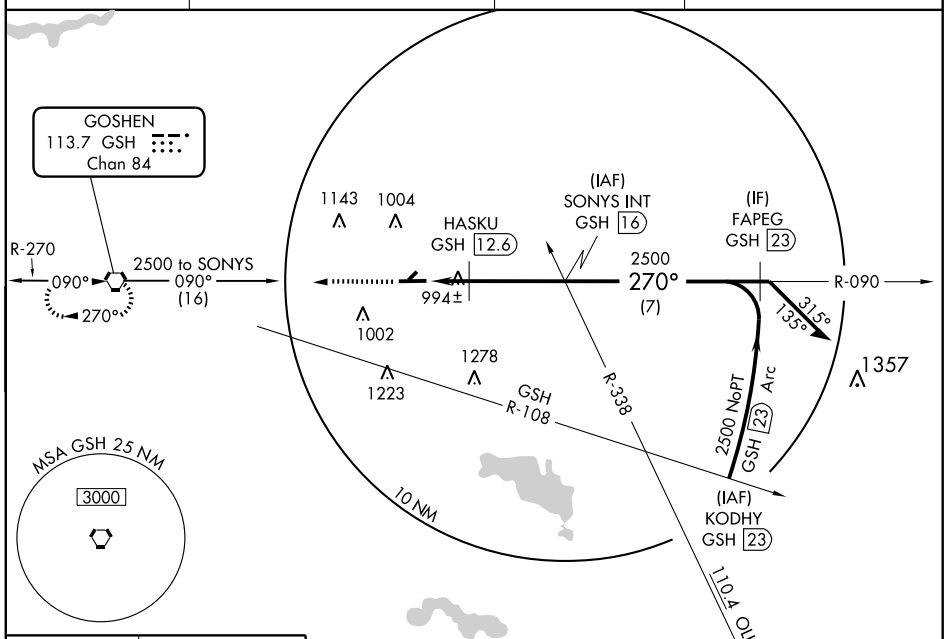
VORTAC GSH	APP CRS	Rwy Idg	6050
113.7	270°	TDZE	827
Chan 84		Apt Elev	827

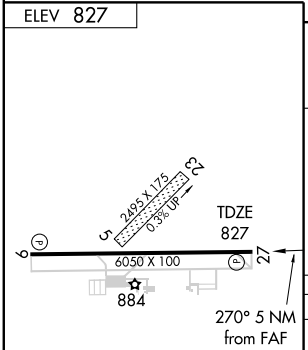
VOR RWY 27
GOSHEN MUNI (GSH)

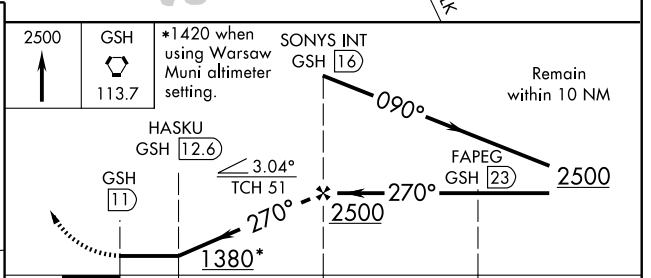
Visibility reduction by helicopters NA. When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all MDAs 40 feet and increase Hasku Fix Minimums S-27 Cats C/D visibility ¼ mile. Descent angle NA when using Warsaw Muni altimeter setting.

MISSED APPROACH: Climb to 2500 direct GSH VORTAC and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L







HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

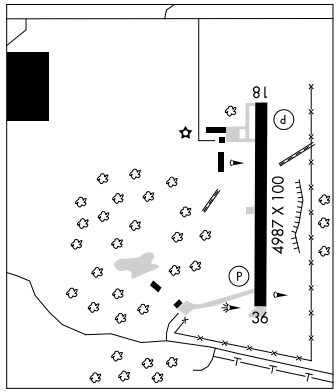
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-27	1380-1 553 (600-1)		1380-1½ 553 (600-1½)	1380-1¾ 553 (600-1¾)
CIRCLING	1380-1 553 (600-1)		1380-1½ 553 (600-1½)	1380-2 553 (600-2)
HASKU FIX MINIMUMS				
S-27	1300-1 473 (500-1)		1300-1¼ 473 (500-1¼)	1300-1½ 473 (500-1½)
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

GREENCASTLE

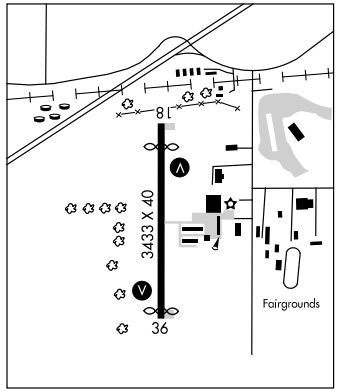
PUTNAM CO (4I7) 3 SE UTC−5(−4DT) N39°38.01′ W86°48.83′ ST. LOUIS
842 B S4 **FUEL** 100LL, JET A1+ 0X 1,2 TPA—1842 (1000) NOTAM FILE HUF L–27D
RWY 18–36: H4987X100 (ASPH) LIRL 0.6% up N IAP
RWY 18: PAPI(P4L)—GA 3.0° TCH 20′. Crops.
RWY 36: PAPI(P4L)—GA 3.0° TCH 30′. Road.
AIRPORT REMARKS: Attended continuously. Deer on and invof arpt. 414′ taxiway S end of Rwy 36. ACTIVATE LIRL (med ints only) Rwy 18–36—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.125 (765) 653–1789.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **INDIANAPOLIS APP/DEP CON** 119.05
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BRICKYARD (H) VORTACW 116.3 VHP Chan 110 N39°48.88′ W86°22.05′ 241° 23.3 NM to fld. 823/1E.
GREENCASTLE NDB (MHW) 521 TVX N39°42.84′ W86°48.36′ 187° 4.8 NM to fld.



GREENFIELD

POPE FLD (GFD) 2 NE UTC−5(−4DT) N39°47.42′ W85°44.17′ ST. LOUIS
895 NOTAM FILE HUF
RWY 18–36: 2165X150 (TURF) LIRL (NSTD)
RWY 18: Thld dsplcd 165′. Crops. **RWY 36:** Trees.
AIRPORT REMARKS: Unattended. Rwy 18–36 seasonal crops 85′ E and W of rwy. Rwy 18–36 NSTD LIRL. NSTD spacing of lgts on pvc pipes and glass jar lenses. Rwy 18 dsplcd thld marked with three yellow tires each side.
COMMUNICATIONS: CTAF 122.9

GREENSBURG MUNI (I34) 2 SW UTC−5(−4DT) N39°19.62′ W85°31.35′ ST. LOUIS
912 B S2 **FUEL** 100LL, JET A NOTAM FILE HUF L–27E
RWY 18–36: H3433X40 (ASPH) MIRL IAP
RWY 18: VASI(V2L)—GA 2.8° TCH 19′. Thld dsplcd 500′. Road.
RWY 36: VASI(V2L)—GA 2.8°. Thld dsplcd 100′. Crops.
AIRPORT REMARKS: Attended Mon–Fri, 1400–2200Z‡. Parachute Jumping. Rwy 36 seasonal crops 180′ from thld OB 4′–10′ high. ACTIVATE MIRL Rwy 18–36 and VASI Rwy 18 and Rwy 36—CTAF. Rwy 18 and Rwy 36 VASI OTS indef.
COMMUNICATIONS: CTAF 122.9
OSGOOD RCO 122.25 (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS APP/DEP CON** 127.15
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 141° 23.1 NM to fld. 810/1E. **HIWAS.**



GREENWOOD MUNI (See INDIANAPOLIS)

NDB TVX 521	APP CRS 187°	Rwy Idg 4987 TDZE 842 Apt Elev 842

NDB RWY 18

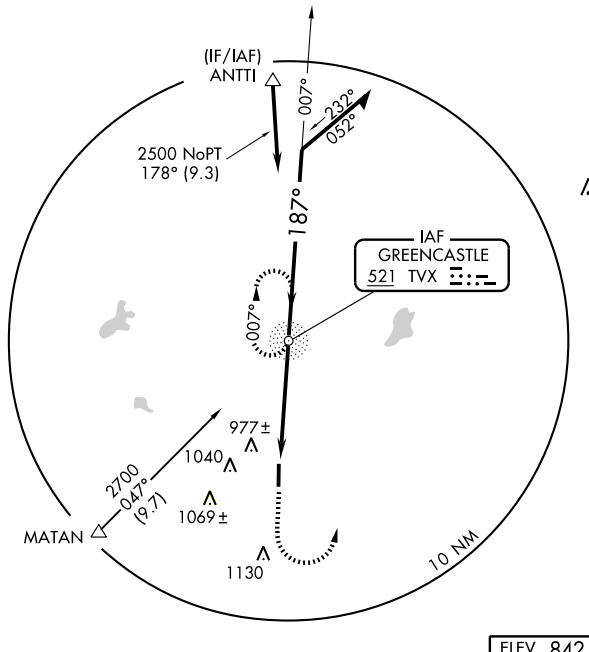
GREENCASTLE/PUTNAM COUNTY (4I7)

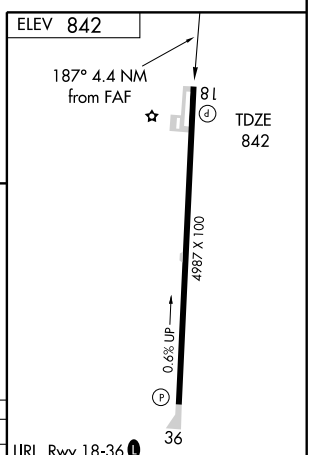
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet.

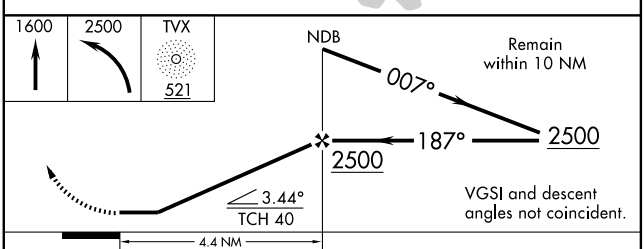
NA

MISSED APPROACH: Climb to 1600 then climbing left turn to 2500 direct TVX NDB and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1300-1	458 (500-1)	NA	
CIRCLING	1300-1	458 (500-1)	NA	

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86906 W18A	APP CRS 184°	Rwy Idg 4987 TDZE 842 Apt Elev 842

RNAV (GPS) RWY 18

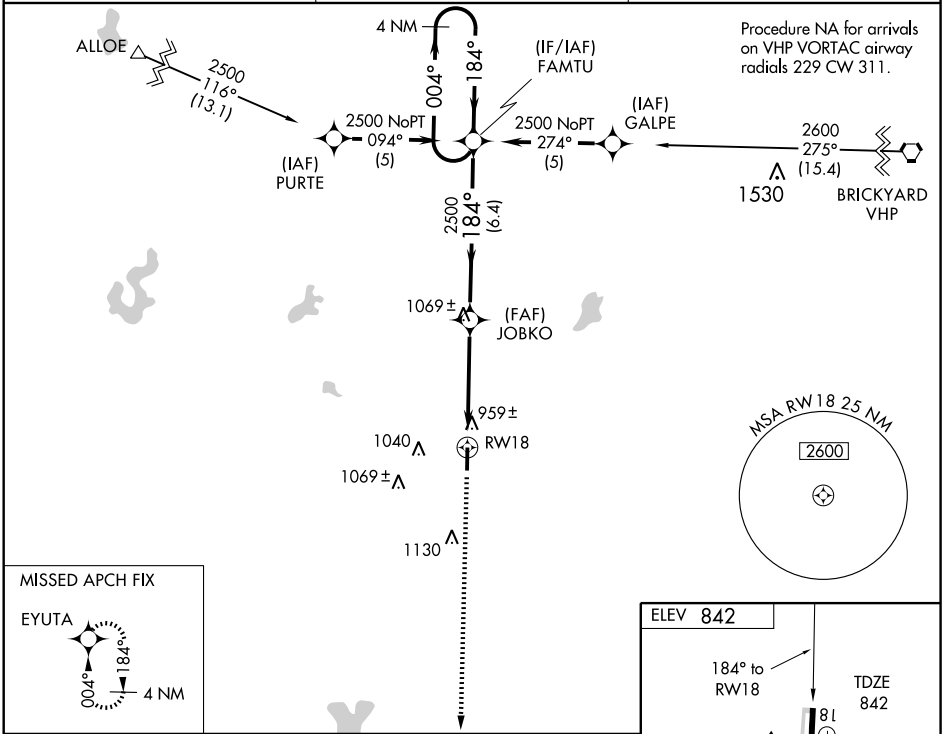
GREENCASTLE / PUTNAM COUNTY (4I7)

Baro-VNAV NA when using Indianapolis Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 80 feet and increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats.

NA

MISSED APPROACH: Climb to 2500 direct EYUTA and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1192-1¼	350 (400-1¼)	NA	
LNAV/VNAV DA	1262-1½	420 (500-1½)	NA	
LNAV MDA	1240-1	398 (400-1)	NA	
CIRCLING	1280-1 438 (500-1)	1300-1 458 (500-1)	NA	

LIRL Rwy 18-36 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4987
CH 40306	004°	TDZE	829
W36A		Apt Elev	842

RNAV (GPS) RWY 36

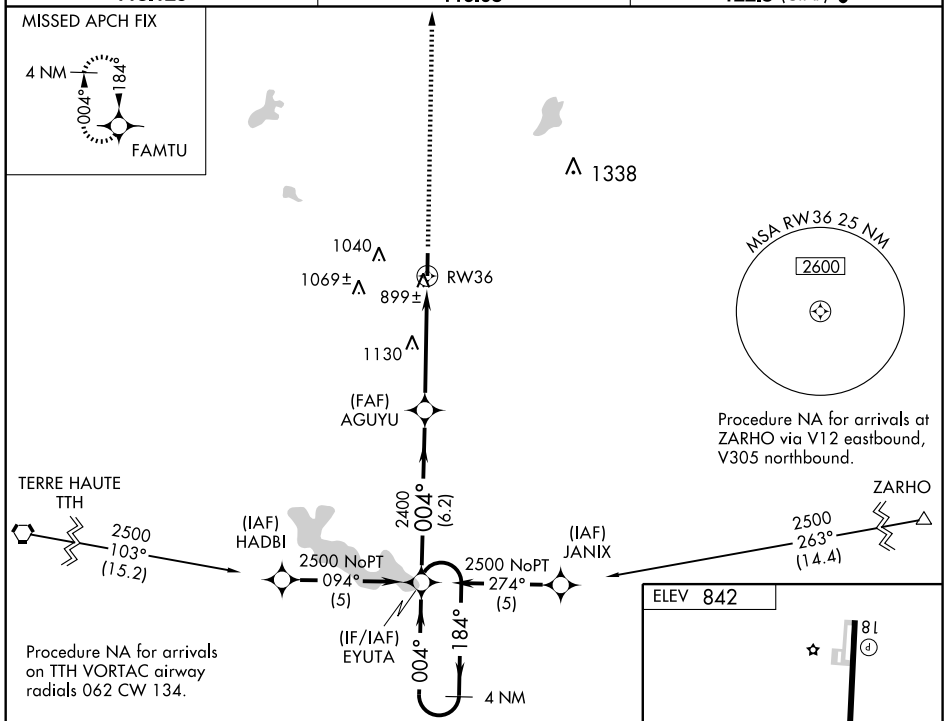
GREENCASTLE / PUTNAM COUNTY (4I7)

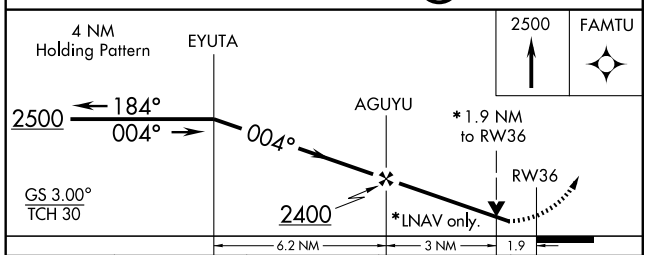
T
NA

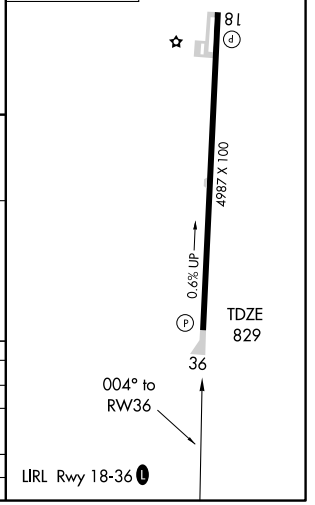
Baro-VNAV NA when using Indianapolis Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 80 feet and increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats.
VDP NA when using Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct FAMTU and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1123-1¼	294 (300-1¼)	NA	
LNAV/ VNAV DA	1242-1½	413 (400-1½)	NA	
LNAV MDA	1440-1	611 (600-1)	NA	
CIRCLING	1440-1	598 (600-1)	NA	

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC VHP	APP CRS	Rwy Idg	N/A
116.3	241°	TDZE	N/A
Chan 110		Apt Elev	842

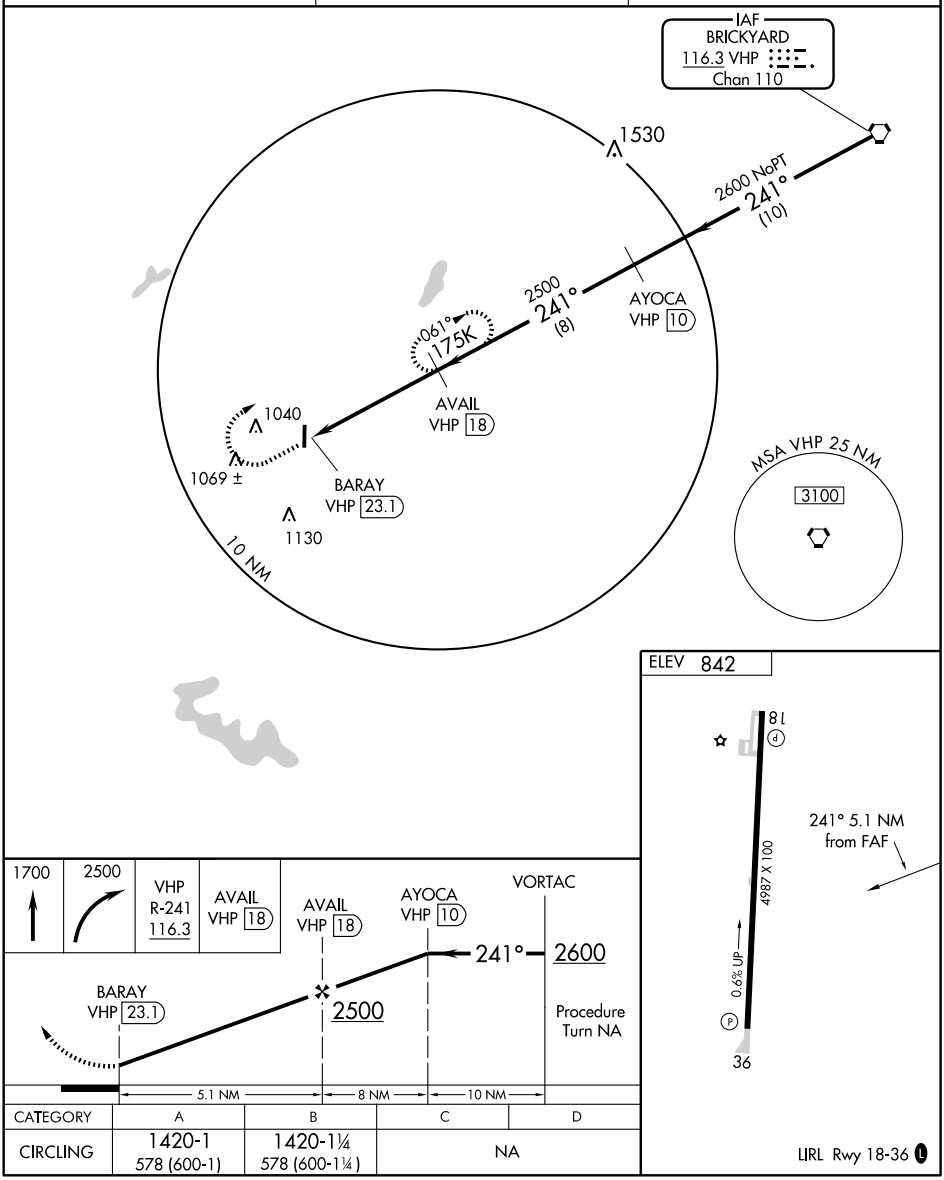
VOR/DME-A

GREENCASTLE / PUTNAM COUNTY (4I7)

NA

MISSED APPROACH: Climb to 1700 then climbing right turn to 2500 via VHP R-241 to AVAIL/18 DME and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05	122.8 (CTAF) L



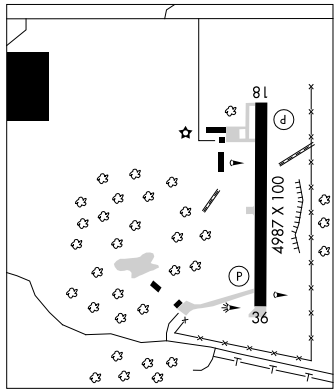
CATEGORY	A	B	C	D
CIRCLING	1420-1 578 (600-1)	1420-1¼ 578 (600-1¼)	NA	

LIRL Rwy 18-36 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

GREENCASTLE

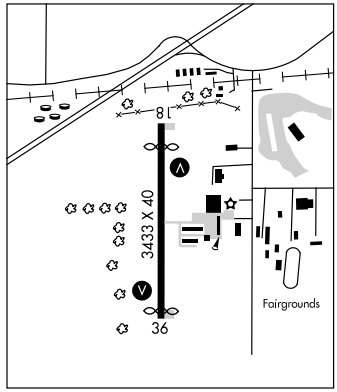
PUTNAM CO (4I7) 3 SE UTC−5(−4DT) N39°38.01′ W86°48.83′ ST. LOUIS
842 B S4 **FUEL** 100LL, JET A1+ 0X 1,2 TPA—1842 (1000) NOTAM FILE HUF L–27D
RWY 18–36: H4987X100 (ASPH) LIRL 0.6% up N IAP
RWY 18: PAPI(P4L)—GA 3.0° TCH 20′. Crops.
RWY 36: PAPI(P4L)—GA 3.0° TCH 30′. Road.
AIRPORT REMARKS: Attended continuously. Deer on and invof arpt. 414′ taxiway S end of Rwy 36. ACTIVATE LIRL (med ints only) Rwy 18–36—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.125 (765) 653–1789.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **INDIANAPOLIS APP/DEP CON** 119.05
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BRICKYARD (H) VORTACW 116.3 VHP Chan 110 N39°48.88′ W86°22.05′ 241° 23.3 NM to fld. 823/1E.
GREENCASTLE NDB (MHW) 521 TVX N39°42.84′ W86°48.36′ 187° 4.8 NM to fld.



GREENFIELD

POPE FLD (GFD) 2 NE UTC−5(−4DT) N39°47.42′ W85°44.17′ ST. LOUIS
895 NOTAM FILE HUF
RWY 18–36: 2165X150 (TURF) LIRL (NSTD)
RWY 18: Thld dsplcd 165′. Crops. **RWY 36:** Trees.
AIRPORT REMARKS: Unattended. Rwy 18–36 seasonal crops 85′ E and W of rwy. Rwy 18–36 NSTD LIRL. NSTD spacing of lgts on pvc pipes and glass jar lenses. Rwy 18 dsplcd thld marked with three yellow tires each side.
COMMUNICATIONS: CTAF 122.9

GREENSBURG MUNI (I34) 2 SW UTC−5(−4DT) N39°19.62′ W85°31.35′ ST. LOUIS
912 B S2 **FUEL** 100LL, JET A NOTAM FILE HUF L–27E
RWY 18–36: H3433X40 (ASPH) MIRL IAP
RWY 18: VASI(V2L)—GA 2.8° TCH 19′. Thld dsplcd 500′. Road.
RWY 36: VASI(V2L)—GA 2.8°. Thld dsplcd 100′. Crops.
AIRPORT REMARKS: Attended Mon–Fri, 1400–2200Z‡. Parachute Jumping. Rwy 36 seasonal crops 180′ from thld OB 4′–10′ high. ACTIVATE MIRL Rwy 18–36 and VASI Rwy 18 and Rwy 36—CTAF. Rwy 18 and Rwy 36 VASI OTS indef.
COMMUNICATIONS: CTAF 122.9
OSGOOD RCO 122.25 (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS APP/DEP CON** 127.15
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 141° 23.1 NM to fld. 810/1E. **HIWAS.**



GREENWOOD MUNI (See INDIANAPOLIS)

APP CRS	Rwy Idg	3333
014°	TDZE	912
	Apt Elev	912

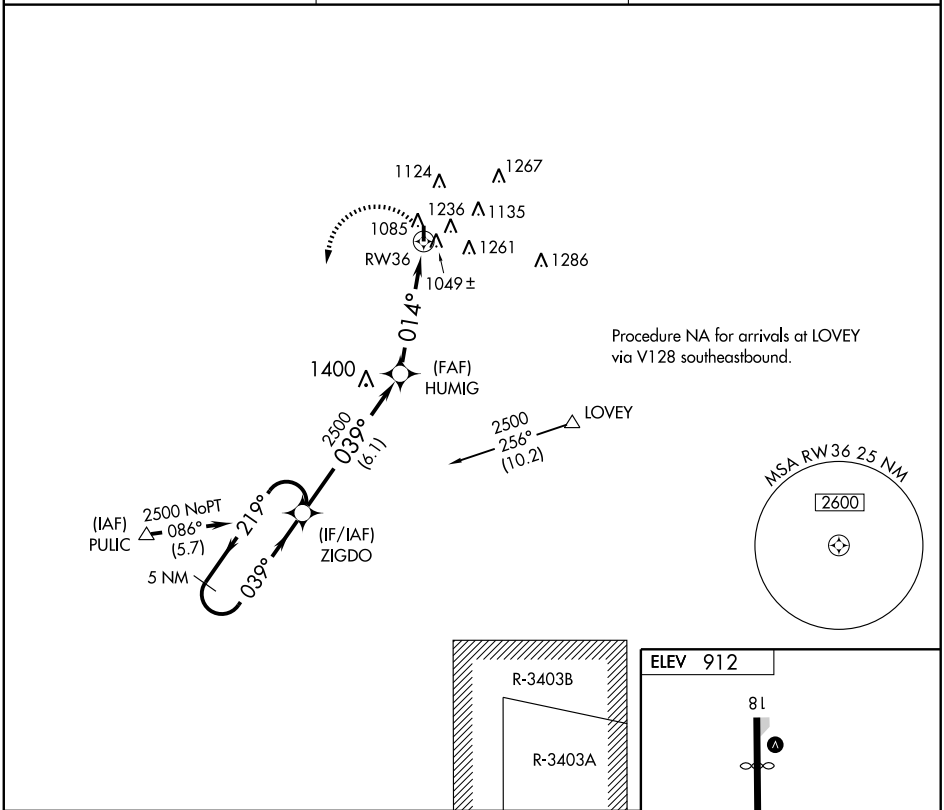
RNAV (GPS) RWY 36
GREENSBURG MUNI (I34)

Use Columbus Muni altimeter setting; if not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet.

NA

MISSED APPROACH: Climbing left turn to 2500 direct ZIGDO and hold.

COLUMBUS MUNI AWOS-3	INDIANAPOLIS APP CON	CTAF (L)
119.75	127.15	122.9



CATEGORY	A	B	C	D
LNAV MDA	1560-1 648 (700-1)		1560-1¾ 648 (700-1¾)	NA
CIRCLING	1680-1 768 (800-1)	1680-1¼ 768 (800-1¼)	1680-2¼ 768 (800-2¼)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SHB 112.0 Chan 57	APP CRS 142°	Rwy Idg N/A TDZE N/A Apt Elev 912

VOR-A

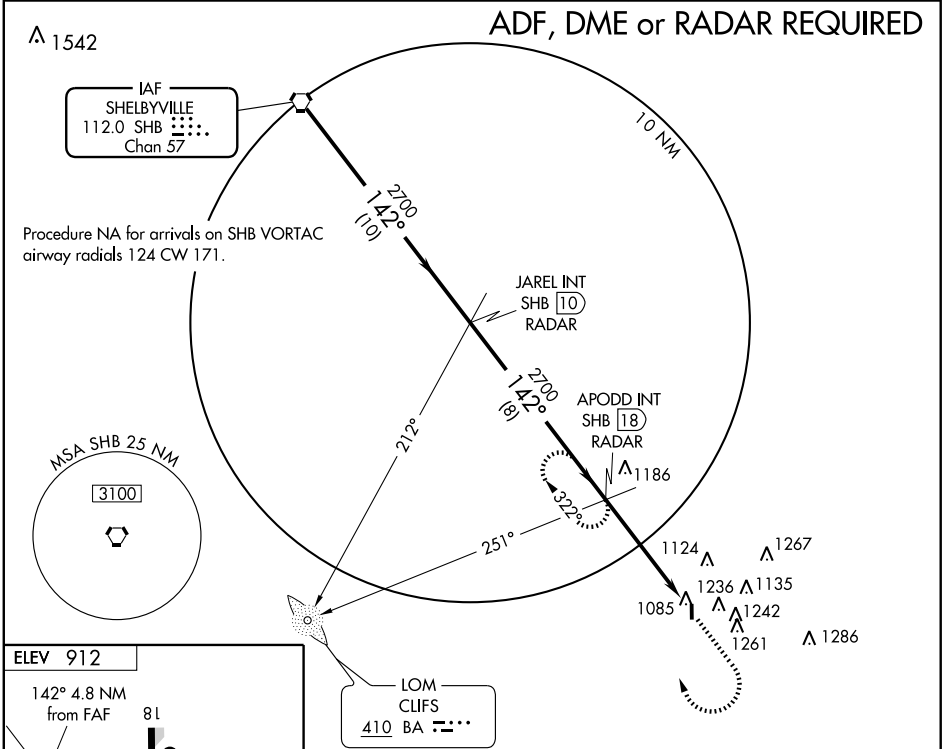
GREENSBURG MUNI (I34)

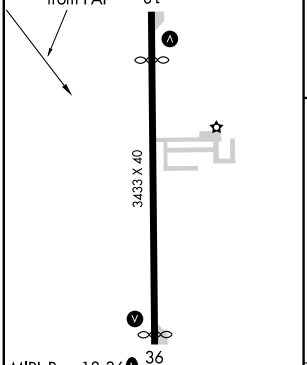
Use Columbus Muni altimeter setting; if not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet.

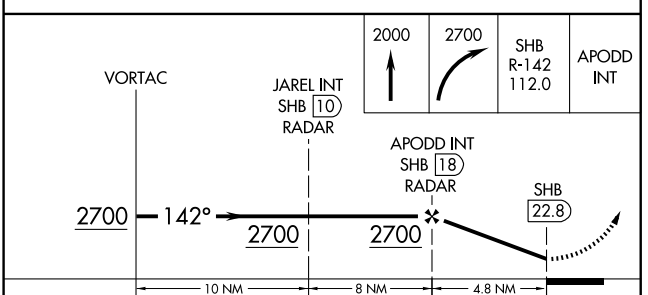
MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 via SHB R-142 to APODD INT/18 DME/RADAR and hold.

COLUMBUS MUNI AWOS-3	INDIANAPOLIS APP CON	CTAF (L)
119.75	127.15	122.9

ADF, DME or RADAR REQUIRED





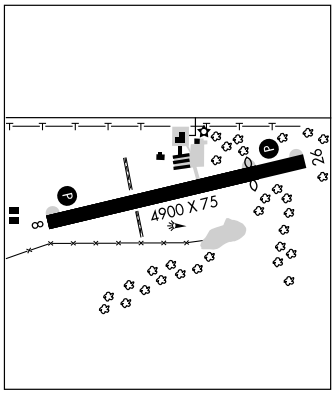


FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING	1680-1 768 (800-1)	1680-1¼ 768 (800-1¼)	1680-2¼ 768 (800-2¼)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

GRIFFITH–MERRILLVILLE (Ø5C) 2 E UTC−6(−5DT) N41°31.19′ W87°23.97′ CHICAGO
634 B S4 **FUEL** 100LL, JET A OX 2, 4 NOTAM FILE HUF L–28H, A
RWY 08–26: H4900X75 (ASPH–GRVD) MIRL IAP
RWY 08: REIL. PAPI(P2L)—GA 3.5° TCH 43′.
RWY 26: REIL. PAPI (P2R)—GA 4.0° TCH 33′. Thld dsplcd 1120′. Trees.
AIRPORT REMARKS: Attended 1400–0200Z‡. Unattended New Years Day, Easter, Thanksgiving, and Christmas. Deer on and invof arpt. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08 and Rwy 26 and PAPI Rwy 08 and Rwy 26—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
CHICAGO HEIGHTS RCO 122.1R 114.2T (KANKAKEE RADIO)
CROWNPOINT RCO 123.65 (TERRE HAUTE RADIO)
Ⓡ **CHICAGO APP/DEP CON** 133.1
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
CHICAGO HEIGHTS (L) VORTAC 114.2 CGT Chan 89 N41°30.60′ W87°34.29′ 084° 7.8 NM to fld. 634/2E.



GRISSOM ARB (See PERU)

HAGERSTOWN

HAGERSTOWN (I61) 1S UTC−5(−4DT) N39°53.35′ W85°09.80′ ST. LOUIS
1000 NOTAM FILE HUF
RWY 02–20: 4000X200 (TURF) LIRL
RWY 02: Thld dsplcd 200′. Trees. **RWY 20:** Thld dsplcd 1070′. Tree.
AIRPORT REMARKS: Unattended. Call 317–489–6171 for assistance. ACTIVATE LIRL Rwy 02–20—CTAF. Rwy 02–20 dsplcd thlds marked by lgt fixtures and yellow tires.
COMMUNICATIONS: CTAF/UNICOM 123.0

WILBUR WRIGHT BIRTHPLACE HELIPORT (II9) UTC−5(−4DT) N39°57.25′ W85°14.60′ ST LOUIS
1140 NOTAM FILE HUF Not insp.
HELIPAD H1: 50X50 (TURF)
HELIPORT REMARKS: Attended Mon–Sat 1500–2200Z‡. Call ahead 765–624–8346/765–529–8851 due to limited parking. Conduct all apchs on heading 360° and all deps on a heading 180°. Slight terrain rise south of helipad. Rows of 37′ tree 133′ to the right and 51′ trees 94′ left of helipad running N and S along county road, marked with orange markers. Helipad H1 marked with stone markers.
COMMUNICATIONS: CTAF 122.9

HANOVER

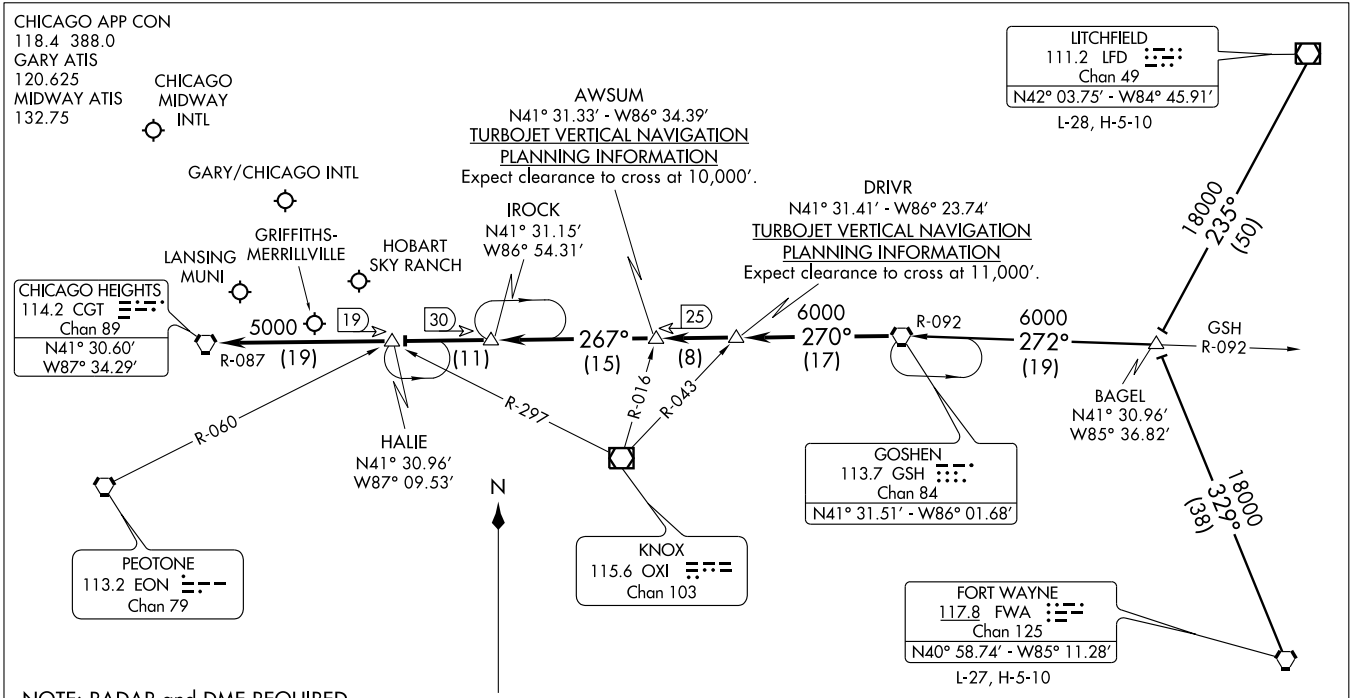
LEE BOTTOM (64I) 6S UTC−5(−4DT) N38°37.89′ W85°26.61′ ST. LOUIS
470 NOTAM FILE HUF
RWY 18–36: 4080X100 (TURF)
RWY 18: Trees. **RWY 36:** Thld dsplcd 800′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended irregularly dalgt hrs. Rwy 18–36 has a 30′ dropoff at south end of rwy. Rwy 18–36 yellow squares flush with ground mark; rwy thlds and white traffic cones mark rwy boundary.
COMMUNICATIONS: CTAF 122.9

HARROLD (See BUTLER)

HENDRICKS CO–GORDON GRAHAM FLD (See INDIANAPOLIS)

HOAGY N40°55.83′ W85°07.18′ NOTAM FILE FWA. CHICAGO
NDB (LOM) 251 FW 313° 4.5 NM to Fort Wayne Intl

08325 GOSHEN FOUR ARRIVAL (GSH.GSH4) ST-81 (FAA) CHICAGO, ILLINOIS



NOTE: RADAR and DME REQUIRED.

FORT WAYNE TRANSITION (FWA.GSH4): From over FWA VORTAC via FWA R-329 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....

LITCHFIELD TRANSITION (LFD.GSH4): From over LFD VOR/DME via LFD R-235 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence...

.... From over GSH VORTAC via GSH R-270 to DRIVR INT, then via GSH R-270 to AWSUM INT/GSH 25 DME, then via CGT R-087 to IROCK/CGT 30 DME , then via CGT R-087 to HALIE INT/CGT 19 DME, then via CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

RNAV (GPS) RWY 8

GRIFFITH-MERRILLVILLE (Ø5C)

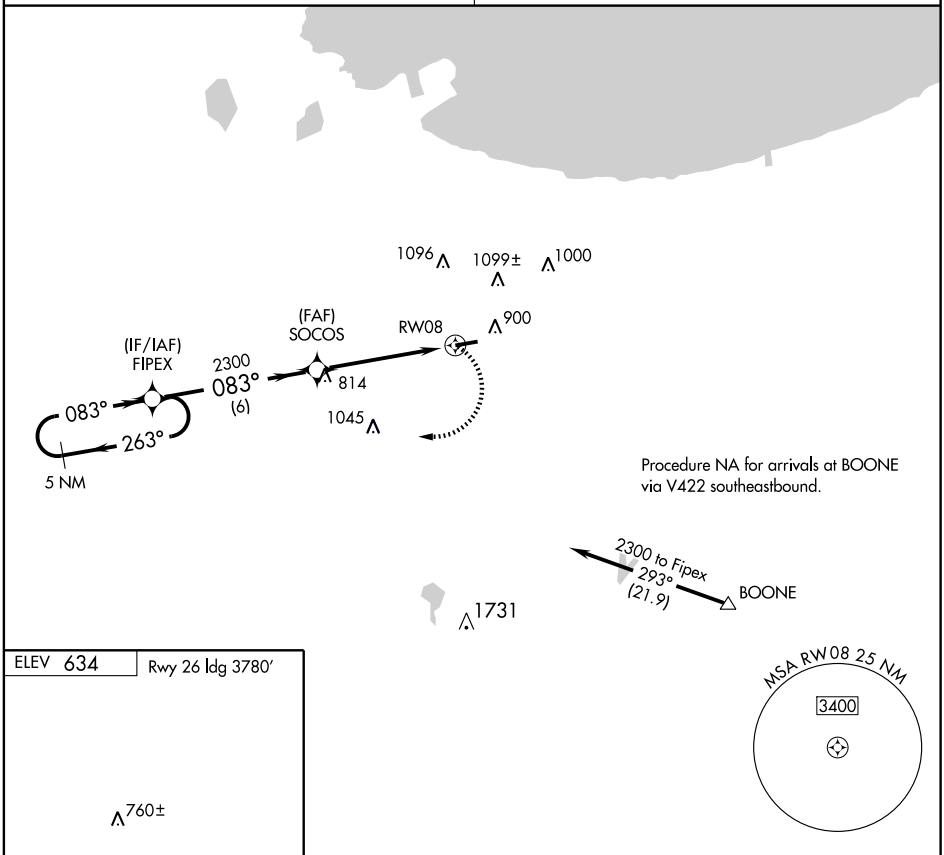
APP CRS	Rwy Idg	4900
083°	TDZE	634
	Apt Elev	634

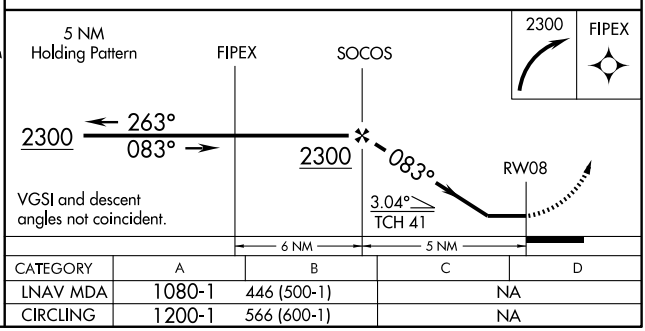
DME/DME RNP -0.3 NA. Obtain local altimeter setting on CTAF; when not recieved use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climbing right turn to 2300 direct FIPEX and hold.

CHICAGO APP CON	UNICOM
133.1 285.6	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1080-1	446 (500-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	

REIL Rwy 8 and 26 L
MIRL Rwy 8-26 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 26

GRIFFITH-MERRILLVILLE (Ø5C)

APP CRS	Rwy Idg	3780
263°	TDZE	632
	Apt Elev	634

DME/DME RNP -0.3 NA. Obtain local altimeter setting on CTAF; when not recieved use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

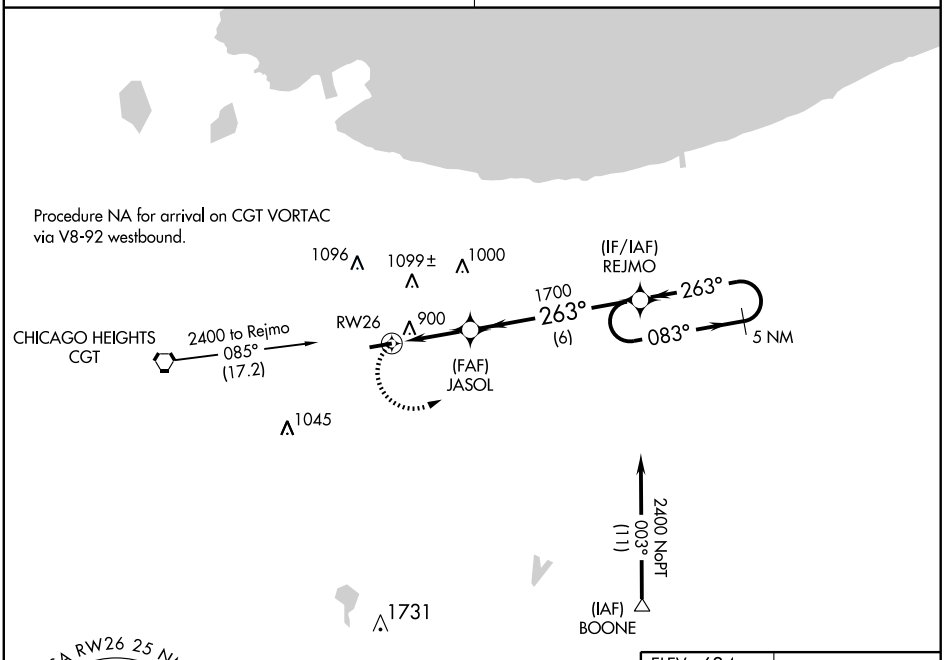
NA

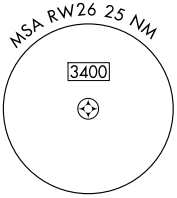
MISSED APPROACH: Climbing left turn to 2400 direct REJMO and hold.

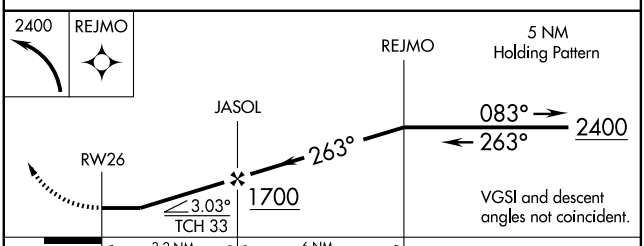
CHICAGO APP CON
133.1 285.6

UNICOM
123.0 (CTAF) L

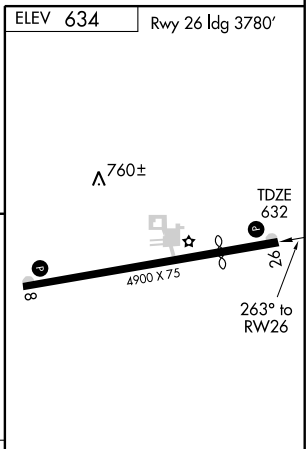
Procedure NA for arrival on CGT VORTAC
via V8-92 westbound.







CATEGORY	A	B	C	D
LNAV MDA	1160-1	528 (600-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	



REIL Rwy 8 and 26 L
MIRL Rwy 8-26 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CGT	APP CRS	Rwy Idg	4900
114.2	084°	TDZE	634
Chan 89		Apt Elev	634

VOR RWY 8

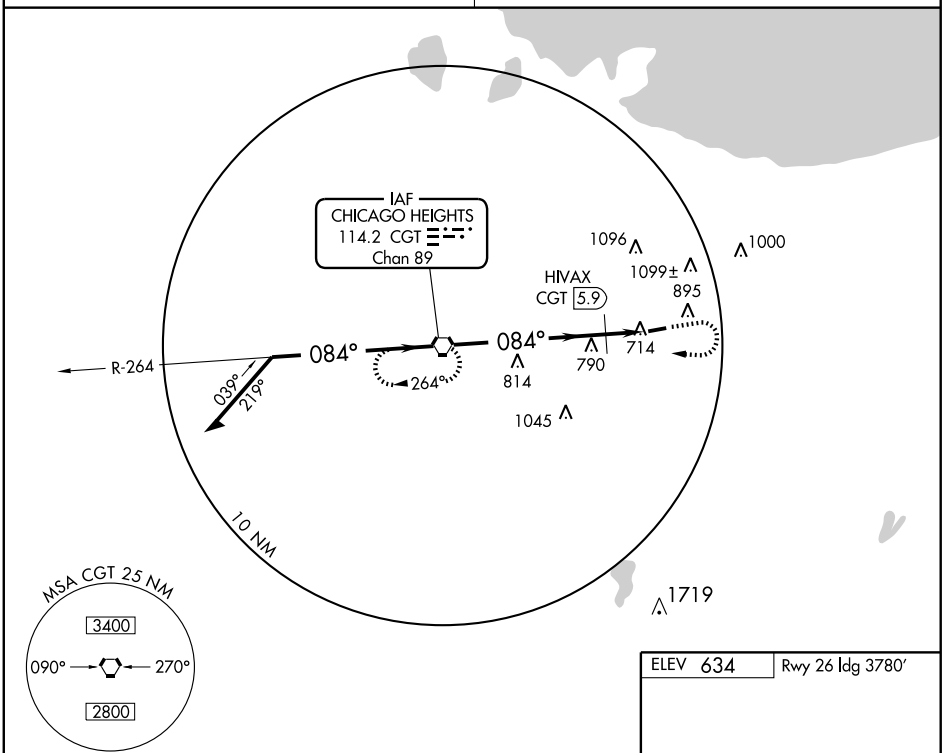
GRIFFITH-MERRILLVILLE (Ø5C)

Obtain local altimeter setting on CTAF; when not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

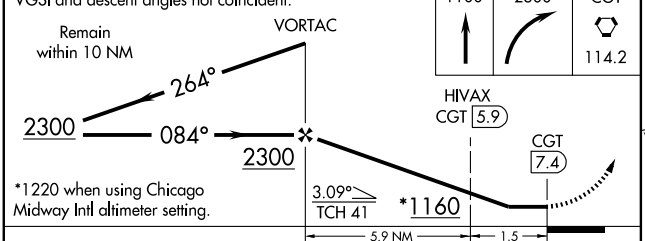
NA

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct CGT VORTAC and hold.

CHICAGO APP CON	UNICOM
133.1 285.6	123.0 (CTAF) L



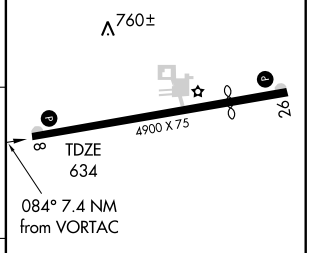
VGSI and descent angles not coincident.



*1220 when using Chicago Midway Intl altimeter setting.

CATEGORY	A	B	C	D
S-8	1160-1	526 (600-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	
HIVAX FIX MINIMUMS				
S-8	1000-1	366 (400-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	

ELEV 634 | Rwy 26 ldg 3780'



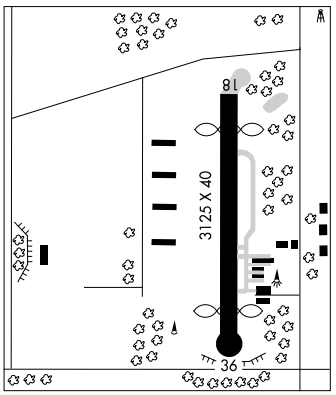
REIL Rwy 8 and 26 L
MIRL Rwy 8-26 L

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

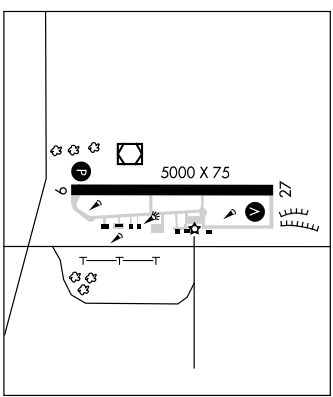
HOBART SKY RANCH (3HO) 2 NW UTC−6(−5DT) N41°33.25′ W87°15.75′ **CHICAGO**
644 **FUEL** MOGAS NOTAM FILE HUF **L–28I**
RWY 18–36: H3125X40 (ASPH)
RWY 18: Thld dsplcd 502′. Tree.
RWY 36: Thld dsplcd 320′. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Parachute Jumping. Trailer park 155′ W of rwy. Rwy 18–36 cracks with grass growing through.
COMMUNICATIONS: CTAF/UNICOM 122.8
CROWNPOINT RCO 123.65 (TERRE HAUTE RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
CHICAGO HEIGHTS (L) VORTAC 114.2 CGT Chan 89 N41°30.60′ W87°34.29′ 077° 14.2 NM to fld. 634/2E.



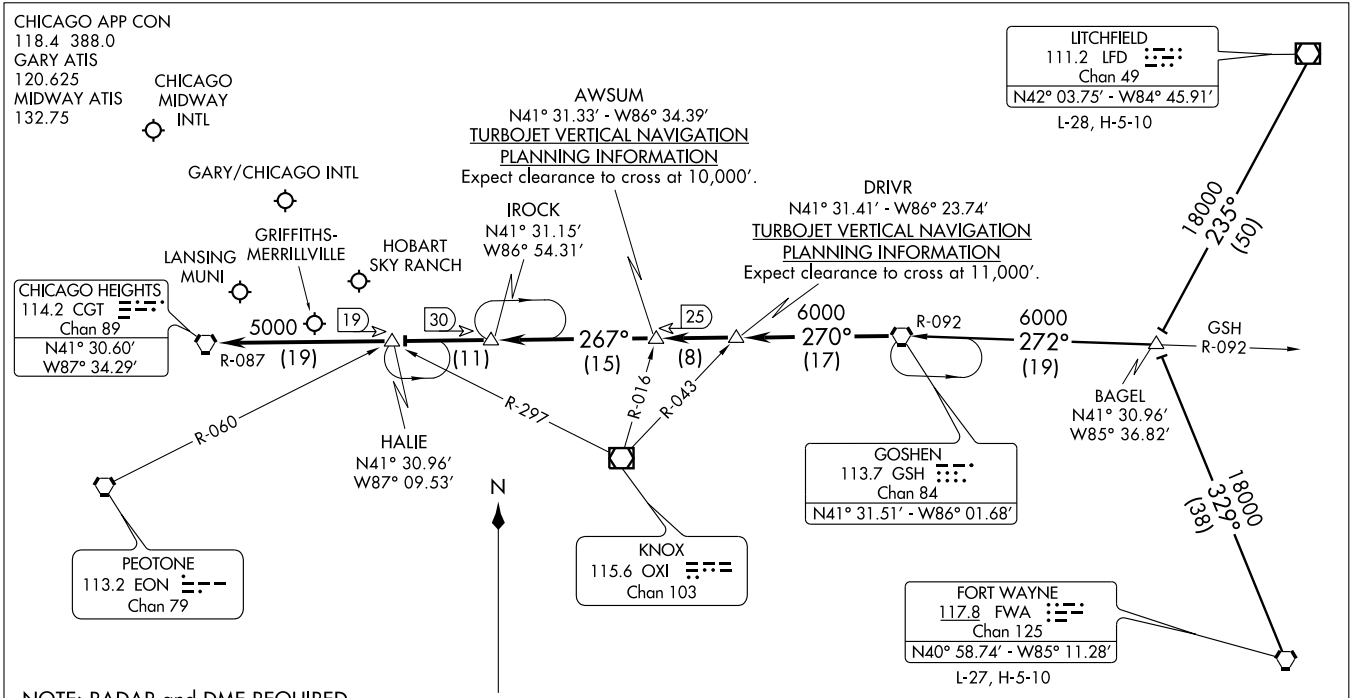
HOLIDAY INN LAKEVIEW (See CLARKSVILLE)

HOOSIER N39°08.63′ W86°36.78′ NOTAM FILE BMG. **ST. LOUIS**
(L) VORTAC 110.2 OOM Chan 39 at Monroe Co. 845/2W. **ASOS.** **L–27D**
VOR unusable
014°–060°
061°–071° byd 15 NM
310°–014° byd 12 NM
DME unusable
015°–060°
061°–071° byd 15 NM
072°–090°
150°–340° byd 25 NM
222°–310° byd 25 NM
RCO 122.1R 110.2T (TERRE HAUTE RADIO)

HUNTINGBURG (HNB) 3 S UTC−6(−5DT) N38°14.94′ W86°57.22′ **ST. LOUIS**
529 B S4 **FUEL** 100LL, JET A1 + OX 3 NOTAM FILE HNB **H–5E, 10F, L–27D**
RWY 09–27: H5000X75 (ASPH–GRVD) S–28, D–33 MIRL 0.3% up E **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Road.
RWY 27: REIL. VASI(V4L)—GA 3.0° TCH 49′.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Arpt unattended weekends, except PPR 812–683–2888. Self svc fuel also avbl when arpt unattended, credit card required. Rwy 09 60′ lgtd towers 800′ from rwy end 400′ left. ACTIVATE MIRL Rwy 09–27, VASI Rwy 27 and PAPI Rwy 09 and REIL Rwys 09–27—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.25 (812) 683–4003.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **EVANSVILLE APP/DEP CON** 126.4 (1200–0500Z‡) **CLNC DEL** 118.8
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 128.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE HNB.
(T) VORW/DME 109.2 HNB Chan 29 N38°15.03′ W86°57.37′ at fld. 517/00E.
FERDINAND NDB (MHW) 239 FNZ N38°14.91′ W86°50.27′ 270° 5.5 NM to fld.



08325 GOSHEN FOUR ARRIVAL (GSH.GSH4) ST-81 (FAA) CHICAGO, ILLINOIS



NOTE: RADAR and DME REQUIRED.

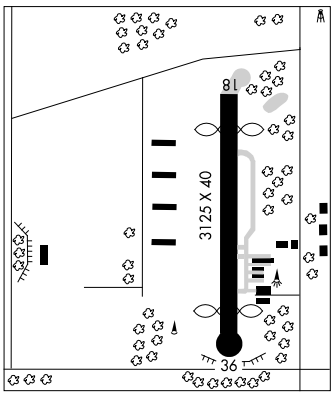
FORT WAYNE TRANSITION (FWA.GSH4): From over FWA VORTAC via FWA R-329 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....

LITCHFIELD TRANSITION (LFD.GSH4): From over LFD VOR/DME via LFD R-235 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence...

.... From over GSH VORTAC via GSH R-270 to DRIVR INT, then via GSH R-270 to AWSUM INT/GSH 25 DME, then via CGT R-087 to IROCK/CGT 30 DME , then via CGT R-087 to HALIE INT/CGT 19 DME, then via CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

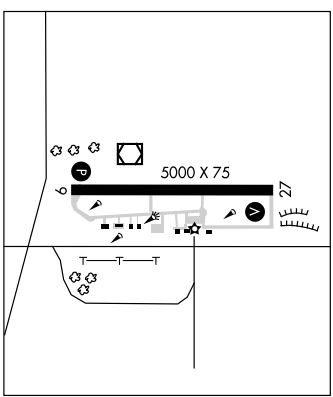
HOBART SKY RANCH (3HO) 2 NW UTC−6(−5DT) N41°33.25′ W87°15.75′ **CHICAGO**
644 **FUEL** MOGAS NOTAM FILE HUF **L–28I**
RWY 18–36: H3125X40 (ASPH)
RWY 18: Thld dsplcd 502′. Tree.
RWY 36: Thld dsplcd 320′. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Parachute Jumping. Trailer park 155′ W of rwy. Rwy 18–36 cracks with grass growing through.
COMMUNICATIONS: CTAF/UNICOM 122.8
CROWNPOINT RCO 123.65 (TERRE HAUTE RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
CHICAGO HEIGHTS (L) VORTAC 114.2 CGT Chan 89 N41°30.60′ W87°34.29′ 077° 14.2 NM to fld. 634/2E.



HOLIDAY INN LAKEVIEW (See CLARKSVILLE)

HOOSIER N39°08.63′ W86°36.78′ NOTAM FILE BMG. **ST. LOUIS**
(L) VORTAC 110.2 OOM Chan 39 at Monroe Co. 845/2W. **ASOS.** **L–27D**
VOR unusable
014°–060°
061°–071° byd 15 NM
310°–014° byd 12 NM
DME unusable
015°–060°
061°–071° byd 15 NM
072°–090°
150°–340° byd 25 NM
222°–310° byd 25 NM
RCO 122.1R 110.2T (TERRE HAUTE RADIO)

HUNTINGBURG (HNB) 3 S UTC−6(−5DT) N38°14.94′ W86°57.22′ **ST. LOUIS**
529 B S4 **FUEL** 100LL, JET A1 + OX 3 NOTAM FILE HNB **H–5E, 10F, L–27D**
RWY 09–27: H5000X75 (ASPH–GRVD) S–28, D–33 MIRL 0.3% up E **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Road.
RWY 27: REIL. VASI(V4L)—GA 3.0° TCH 49′.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Arpt unattended weekends, except PPR 812–683–2888. Self svc fuel also avbl when arpt unattended, credit card required. Rwy 09 60′ lgtd towers 800′ from rwy end 400′ left. ACTIVATE MIRL Rwy 09–27, VASI Rwy 27 and PAPI Rwy 09 and REIL Rwys 09–27—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.25 (812) 683–4003.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **EVANSVILLE APP/DEP CON** 126.4 (1200–0500Z‡) **CLNC DEL** 118.8
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 128.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE HNB.
(T) VORW/DME 109.2 HNB Chan 29 N38°15.03′ W86°57.37′ at fld. 517/00E.
FERDINAND NDB (MHW) 239 FNZ N38°14.91′ W86°50.27′ 270° 5.5 NM to fld.



WAAS	APP CRS	Rwy Idg 5000
CH 49207	091°	TDZE 524
W09A		Apt Elev 529

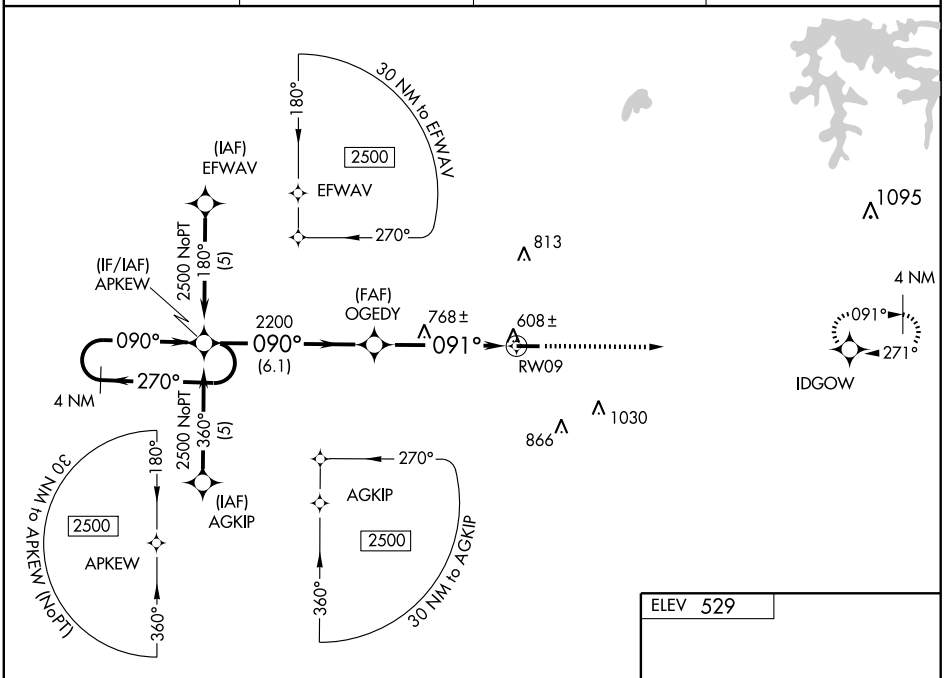
RNAV (GPS) RWY 9

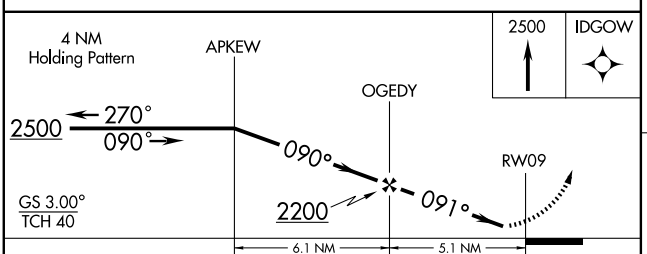
HUNTINGBURG (HNB)

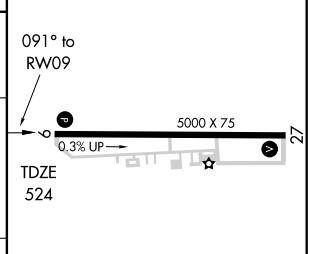
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Evansville altimeter setting.
When local altimeter setting not received, use Evansville altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct IDGOW and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
118.250	126.4 226.4	118.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	845-1¼ 321 (400-1¼)			
LNAV/VNAV DA	878-1¼ 354 (400-1¼)			
LNAV MDA	1020-1 496 (500-1)		1020-1¼ 496 (500-1¼)	1020-1½ 496 (500-1½)
CIRCLING	1020-1 491 (500-1)		1020-1½ 491 (500-1½)	1080-2 551 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

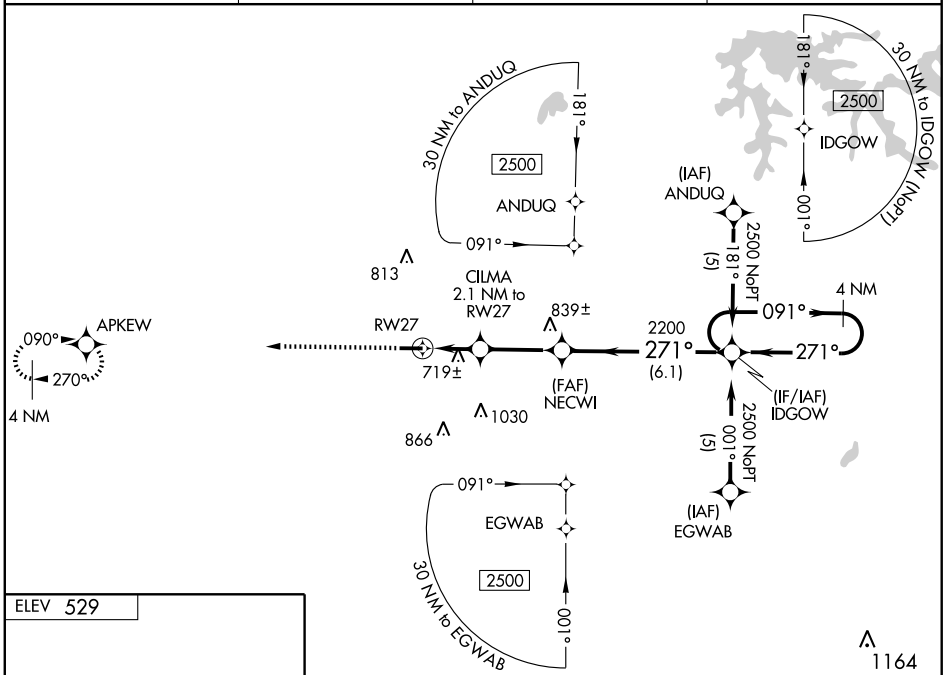
WAAS	APP CRS		
CH **86815**	**271°**	Rwy Idg	**5000**
W27A		TDZE	**529**
		Apt Elev	**529**

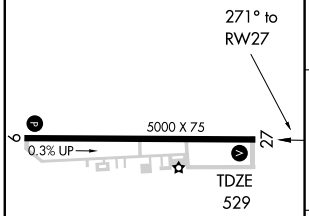
RNAV (GPS) RWY 27
HUNTINGBURG (HNB)

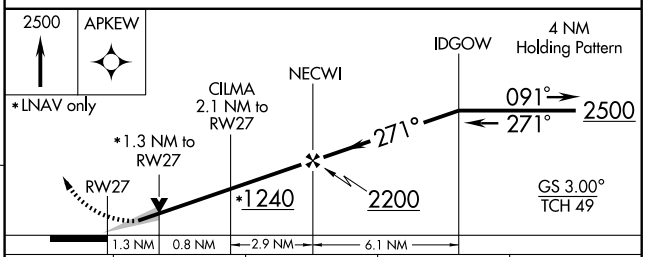
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
VDP and Baro-VNAV NA when using Evansville altimeter setting.
When local altimeter setting not received, use Evansville altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct APKEW and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
118.250	**126.4 226.4**	**118.8**	**122.8** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	812-1 283 (300-1)			
LNAV/VNAV DA	1038-1¾ 509 (600-1¾)			
LNAV MDA	980-1 451 (500-1)		980-1¼ 451 (500-1¼)	980-1½ 451 (500-1½)
CIRCLING	1000-1 471 (500-1)	1020-1 491 (500-1)	1020-1½ 491 (500-1½)	1080-2 551 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

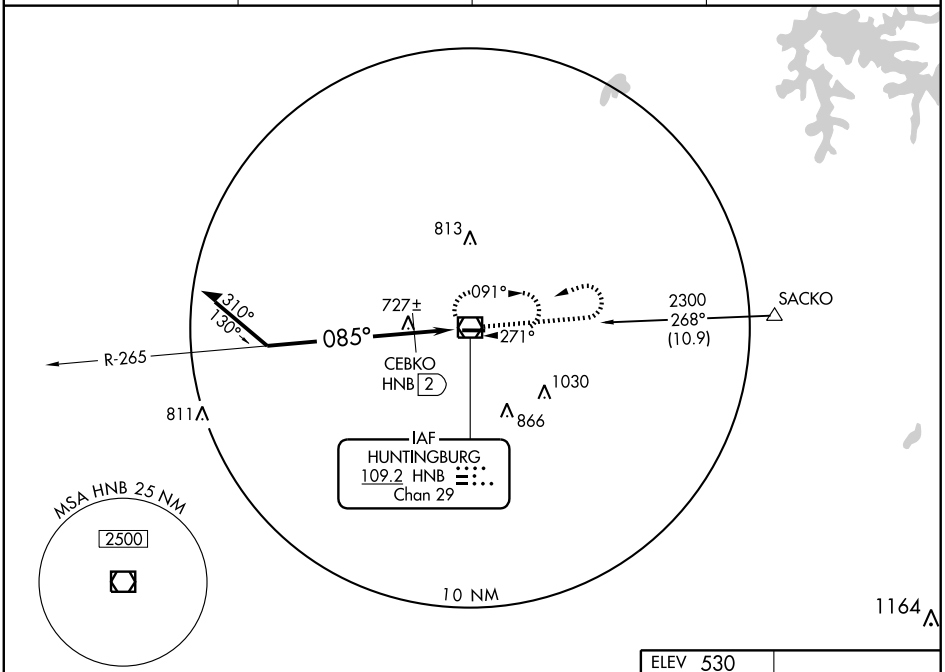
VOR/DME HNB	APP CRS	Rwy Idg	5000
109.2	085°	TDZE	525
Chan 29		Apt Elev	530

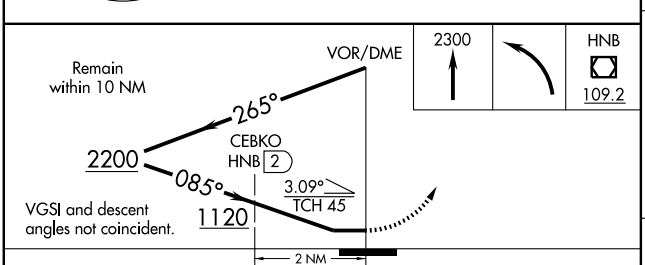
VOR RWY 9
HUNTINGBURG (HNB)

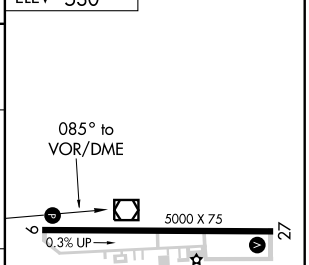
NA

MISSED APPROACH: Climb to 2300 then left turn direct HNB VOR/DME and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
118.250	126.4 226.4	118.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-9	1120-1 595 (600-1)		1120-1½ 595 (600-1½)	1120-1¾ 595 (600-1¾)
CIRCLING	1120-1 590 (600-1)		1120-1½ 590 (600-1½)	1120-2 590 (600-2)
CEBKO DME MINIMUMS				
S-9	980-1 455 (500-1)		980-1¼ 455 (500-1¼)	980-1½ 455 (500-1½)
CIRCLING	980-1 450 (500-1)	1020-1 490 (500-1)	1020-1½ 490 (500-1½)	1080-2 550 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

Knots	60	90	120	150	180
Min:Sec					

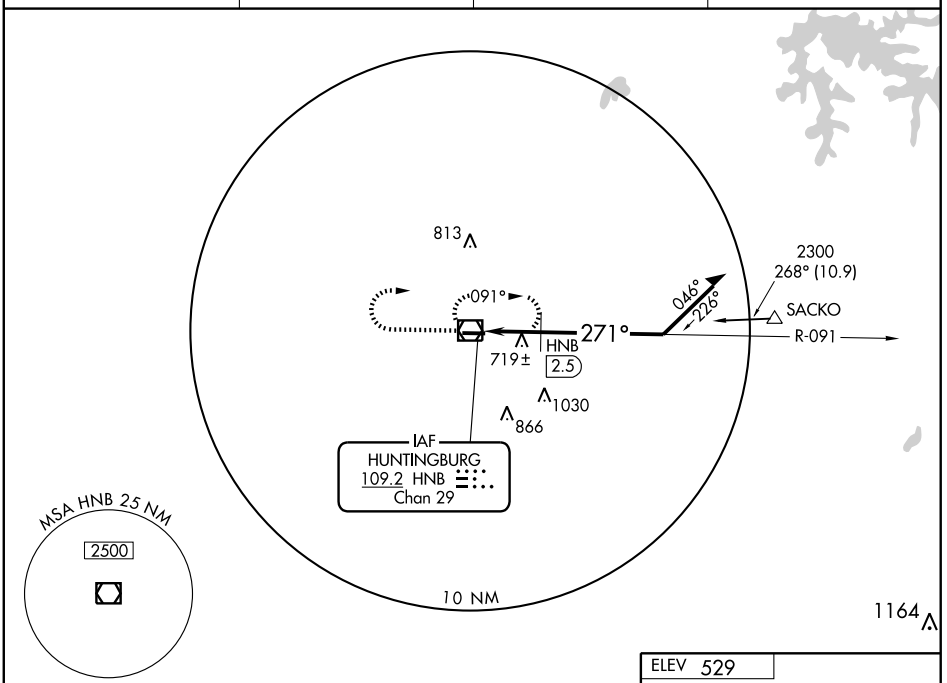
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

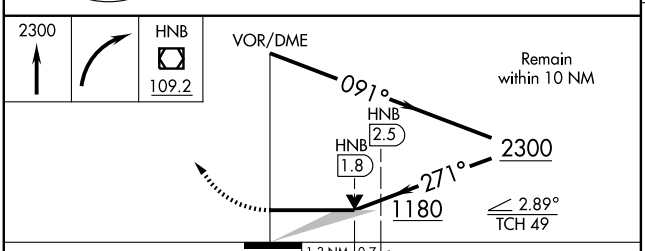
VOR/DME HNB	APP CRS	Rwy Idg	5000
109.2	271°	TDZE	529
Chan 29		Apt Elev	529

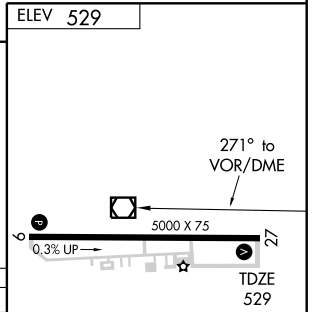
VOR RWY 27
HUNTINGBURG (HNB)

MISSED APPROACH: Climb to 2300 then right turn direct HNB VOR/DME and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
118.250	126.4 226.4	118.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-27	1180-1 651 (700-1)		1180-1¾ 651 (700-1¾)	1180-2 651 (700-2)
CIRCLING	1180-1 651 (700-1)		1180-1¾ 651 (700-1¾)	1180-2 651 (700-2)
DME MINIMUMS				
S-27	980-1 451 (500-1)		980-1¼ 451 (500-1¼)	980-1½ 451 (500-1½)
CIRCLING	980-1 451 (500-1)	1020-1 491 (500-1)	1020-1½ 491 (500-1½)	1080-2 551 (600-2)

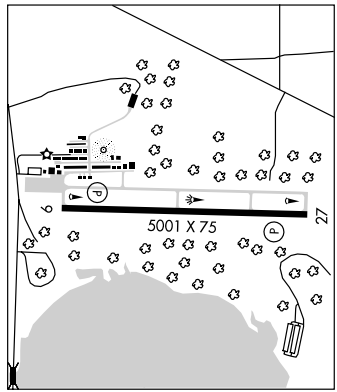
MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

Knots	60	90	120	150	180
Min:Sec					

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HUNTINGTON MUNI (HHG) 3 SE UTC−5(−4DT) N40°51.18′ W85°27.43′
806 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF
RWY 09–27: H5001X75 (ASPH–GRVD) S–38, D–50 MIRL
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 36′. Trees.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. Fuel self svc avbl. Arpt unattended holidays. CAUTION: Deer on arpt early morning and evening hrs. MIRL Rwy 09–27 preset on low inst, to increase inst and ACTIVATE REIL Rwys 09 and 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WAYNE APP/DEP CON** 127.2
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 238° 14.4 NM to fld. 793/00E.
NDB (MHW) 417 HHG N40°51.34′ W85°27.86′ at fld. NOTAM FILE HUF.

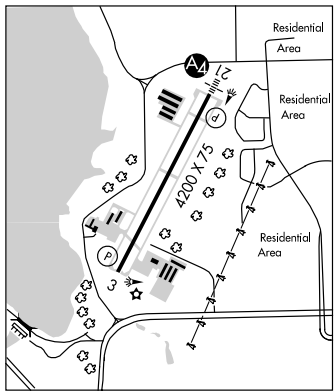
CHICAGO
H–5E, 10F, L–27E
IAP



INDIANAPOLIS

EAGLE CREEK AIRPARK (EYE) 7 W UTC−5(−4DT) N39°49.85′ W86°17.66′
823 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE EYE
RWY 03–21: H4200X75 (ASPH) S–12.5 MIRL
RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Trees.
RWY 21: MALS. PAPI(P2L)—GA 3.0° TCH 30′ Road.
AIRPORT REMARKS: Attended 1200Z‡–dusk. 100LL has 24 hr self svc. MIRL RWY 03–21 preset low ints, to increase ints and ACTIVATE MALS Rwy 21 and REIL Rwy 03–CTAF.
WEATHER DATA SOURCES: ASOS 121.575 (317) 329–1754.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **INDIANAPOLIS APP/DEP CON** 119.05 **CLNC DEL** 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BRICKYARD (H) VORTACW 116.3 VHP Chan 110 N39°48.88′ W86°22.05′ 073° 3.5 NM to fld. 823/1E.
AIRPA NDB (LOM) 209 EY N39°55.52′ W86°14.28′ 207° 6.2 NM to fld. Unmonitored. NOTAM FILE EYE.
ILS 111.5 I–EYE. Rwy 21 LOM AIRPA NDB. LOC only. LOC and LOM unmonitored.

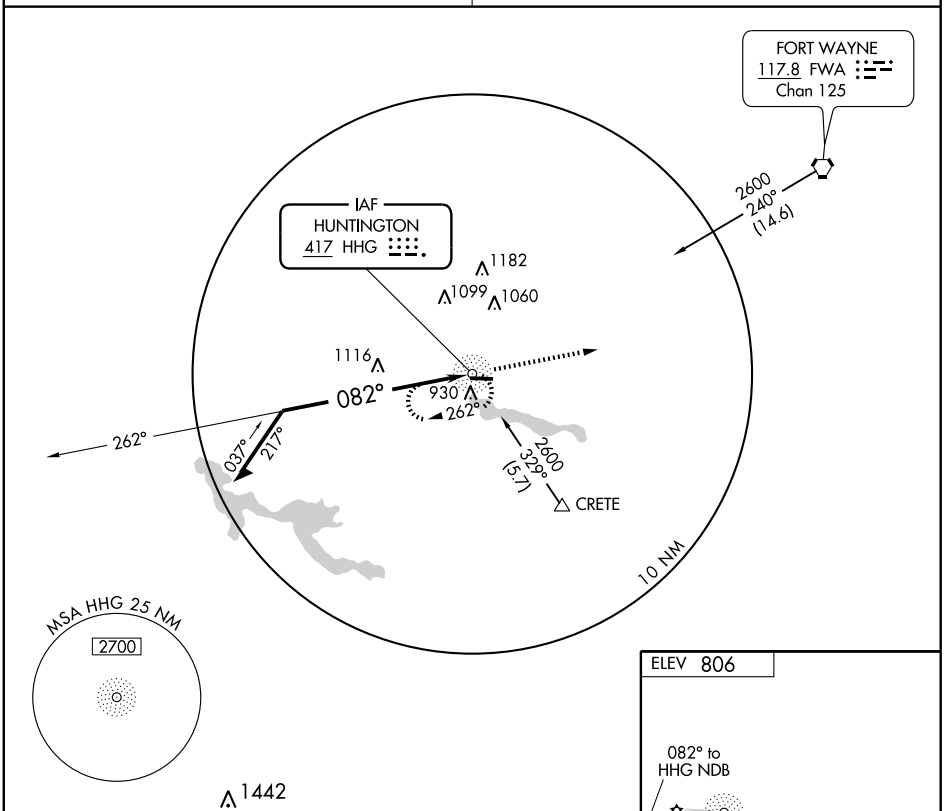
ST. LOUIS
L–27D
IAP



NDB HHG 417	APP CRS 082°	Rwy Idg 5001 TDZE 804 Apt Elev 806

NDB RWY 9
HUNTINGTON MUNI (HHG)

T A NA Use Fort Wayne altimeter setting.	MISSED APPROACH: Climb to 2600 in HHG NDB holding pattern.
FORT WAYNE APP CON **127.2 284.6**	UNICOM **122.8** (CTAF) L



CATEGORY	A	B	C	D
S-9	1500-1 696 (700-1)		1500-2 696 (700-2)	1500-2¼ 696 (700-2¼)
CIRCLING	1500-1 694 (700-1)		1500-2 694 (700-2)	1500-2¼ 694 (700-2¼)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

Knots	60	90	120	150	180
Min:Sec					

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 9

HUNTINGTON MUNI (HHG)

APP CRS	Rwy Idg	5001
095°	TDZE	804
	Apt Elev	806

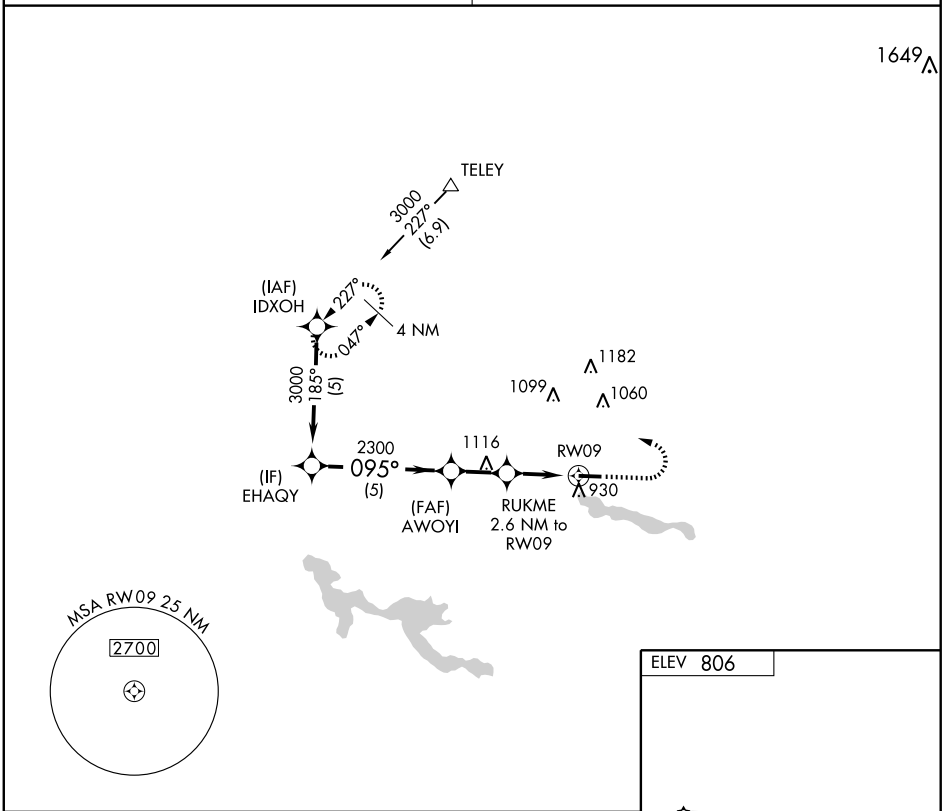
T
A NA

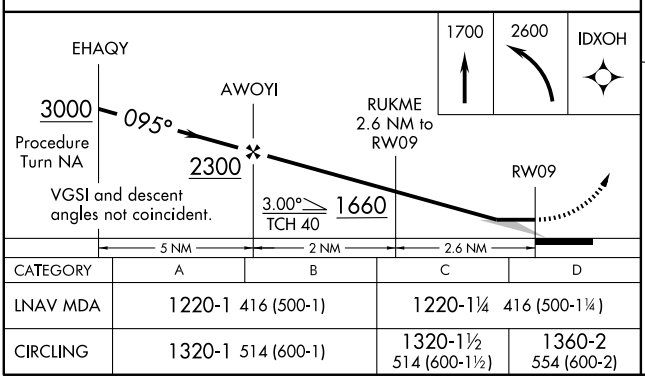
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Fort Wayne altimeter setting.

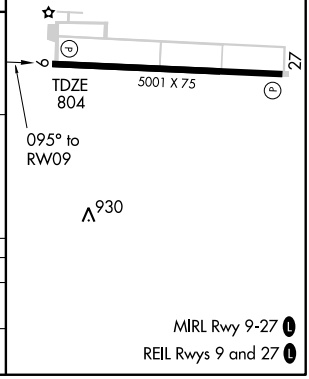
MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct IDXOH WP and hold.

FORT WAYNE APP CON
127.2 284.6

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1 416 (500-1)		1220-1¼ 416 (500-1¼)	
CIRCLING	1320-1 514 (600-1)		1320-1½ 514 (600-1½)	1360-2 554 (600-2)

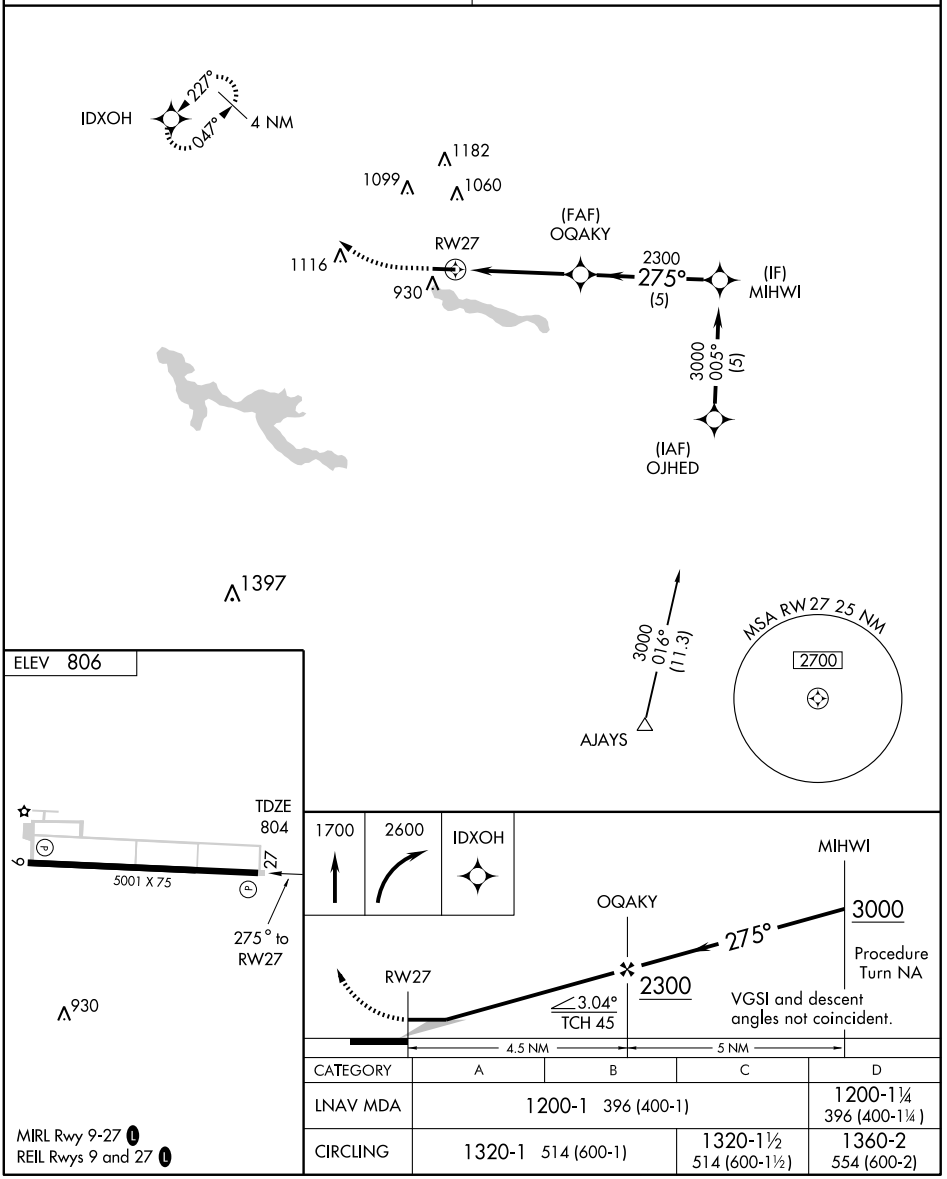
MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
275°	TDZE	804
	Apt Elev	806

RNAV (GPS) RWY 27
HUNTINGTON MUNI (HHG)

T A NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Fort Wayne altimeter setting.	MISSED APPROACH: Climb to 1700 then climbing right turn to 2600 direct IDXOH WP and hold.
FORT WAYNE APP CON **127.2 284.6**	UNICOM **122.8** (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1200-1 396 (400-1)			1200-1¼ 396 (400-1¼)
CIRCLING	1320-1 514 (600-1)		1320-1½ 514 (600-1½)	1360-2 554 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FWA	APP CRS	Rwy Idg	N/A
117.8	059°	TDZE	N/A
Chan 125		Apt Elev	806

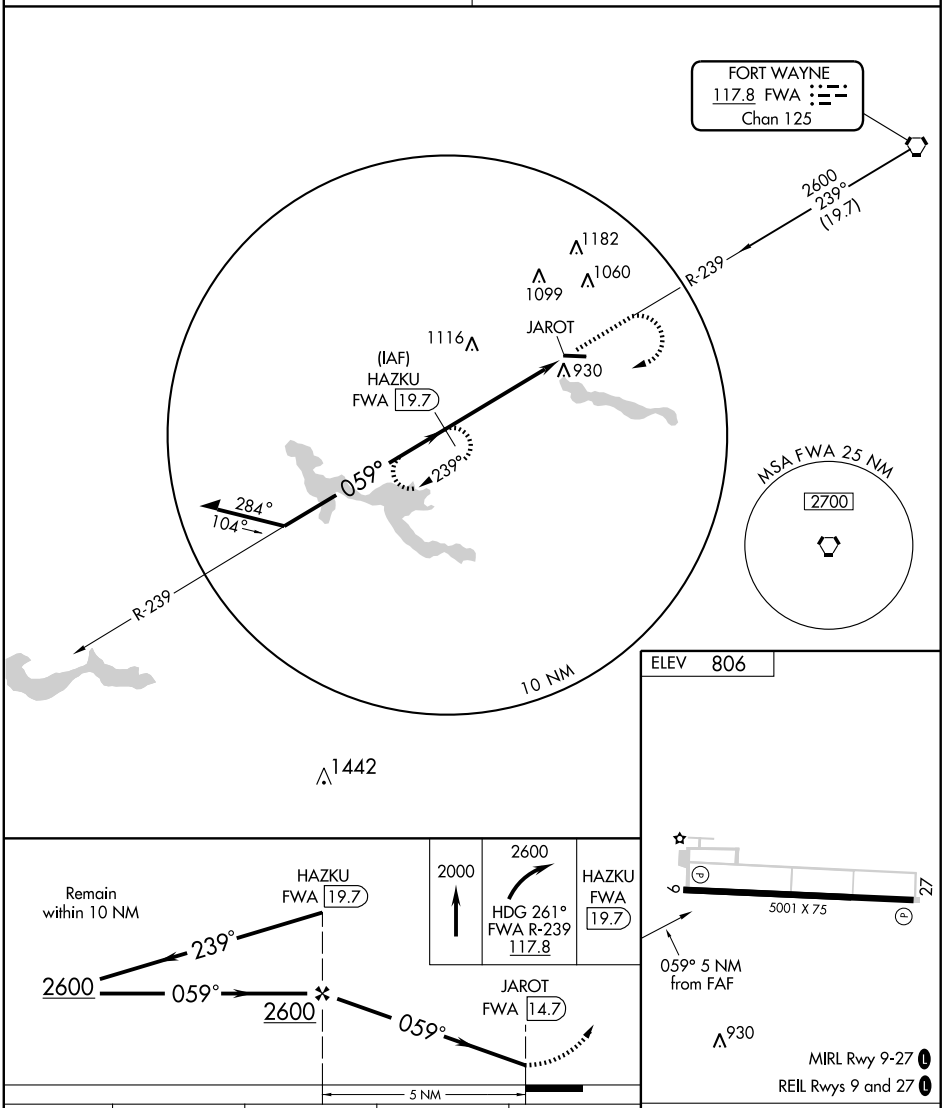
VOR/DME-A
HUNTINGTON MUNI (HHG)

NA

Use Fort Wayne altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 via heading 261° and FWA R-239 to HAZKU/19.73 DME and hold.

FORT WAYNE APP CON	UNICOM
127.2 284.6	122.8 (CTAF)

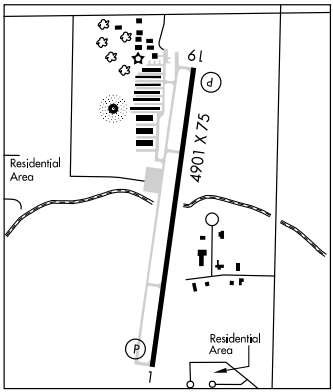


CATEGORY	A	B	C	D
CIRCLING	1420-1 614 (700-1)		1420-1¾ 614 (700-1¾)	1420-2 614 (700-2)

Knots	60	90	120	150	180
Min:Sec					

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

GREENWOOD MUNI (HFY) 10 SE UTC−5(−4DT) N39°37.66′ W86°05.28′ **ST. LOUIS**
822 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1622(800) NOTAM FILE HUF **L–27D**
RWY 01–19: H4901X75 (ASPH) HIRL **IAP**
RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 39′. Tree.
RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Road.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Arpt unattended Christmas Day. After hours assistance 317–605–5068. High ints student training. HIRL Rwy 01–19 preset low inst; to increase ints ACTIVATE REIL Rwys 01 and 19—CTAF. Rwy 01–19 10′ drainage ditch 125′ right/left of centerline.
WEATHER DATA SOURCES: AWOS–3 118.525 (317) 882–5862.
COMMUNICATIONS: CTAF/UNICOM 123.0
INDIANAPOLIS APP/DEP CON 124.95
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 268° 12.2 NM to fld. 810/1E. **HIWAS.**
NDB (MHW) 398 HFY N39°37.96′ W86°05.44′ at fld.



HENDRICKS CO–GORDON GRAHAM FLD (2R2) 13 W UTC−5(−4DT) N39°44.81′ W86°28.51′ **ST. LOUIS**
897 B **FUEL** 100LL NOTAM FILE HUF **L–27D**
RWY 18–36: H4400X100 (ASPH) MIRL **IAP**
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 38. Trees.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 38. P–line.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. MIRL Rwy 18–36 preset on low ints to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.025 (317) 718–4872.
COMMUNICATIONS: CTAF/UNICOM 122.7
INDIANAPOLIS APP CON 121.1
INDIANAPOLIS DEP CON 119.05
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BRICKYARD (H) VORTACW 116.3 VHP Chan 110 N39°48.88′ W86°22.05′ 230° 6.4 NM to fld. 823/1E.

INDIANAPOLIS DOWNTOWN HELIPORT (8A4) ØN UTC−5(−4DT) N39°45.95′ W86°08.93′ **ST LOUIS**
732 B S1 **FUEL** JET A1+ NOTAM FILE HUF **L–27D**
HELIPAD H1: H60X60 (CONC) **IAP**
HELIPAD H1: VASI (NSTD). Buildings.
HELIPORT REMARKS: Attended Mon–Fri 1200–2030Z‡, Sat–Sun on req. For attendant and information call 317–955–1271. For week–end assistance 317–487–5089. Fuel self serve. Minor repairs available on req call 317–487–5089. Helipad H1 all tfc remain S of heliport; utilize railroad tracks and interstate highways for ingress/egress. Apch and departure on easterly or westerly headings. ODALS westbound ingress. Helipad H1 NSTD PLASI—Pulsating apch slope indicator—on E apch. Helipad H1 building area to NE is lgtd. Heliport has noise abatement procedures contact heliport manager 317–955–1271. ACTIVATE ODALS; NSTD PLASI; and High Ints Pad Lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.25 (317) 955–3160.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **APP/DEP CON** 125.275
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 297° 17 NM to fld. 810/1E.
HIWAS.

APP CRS	Rwy Idg	4400
184°	TDZE	897
	Apt Elev	897

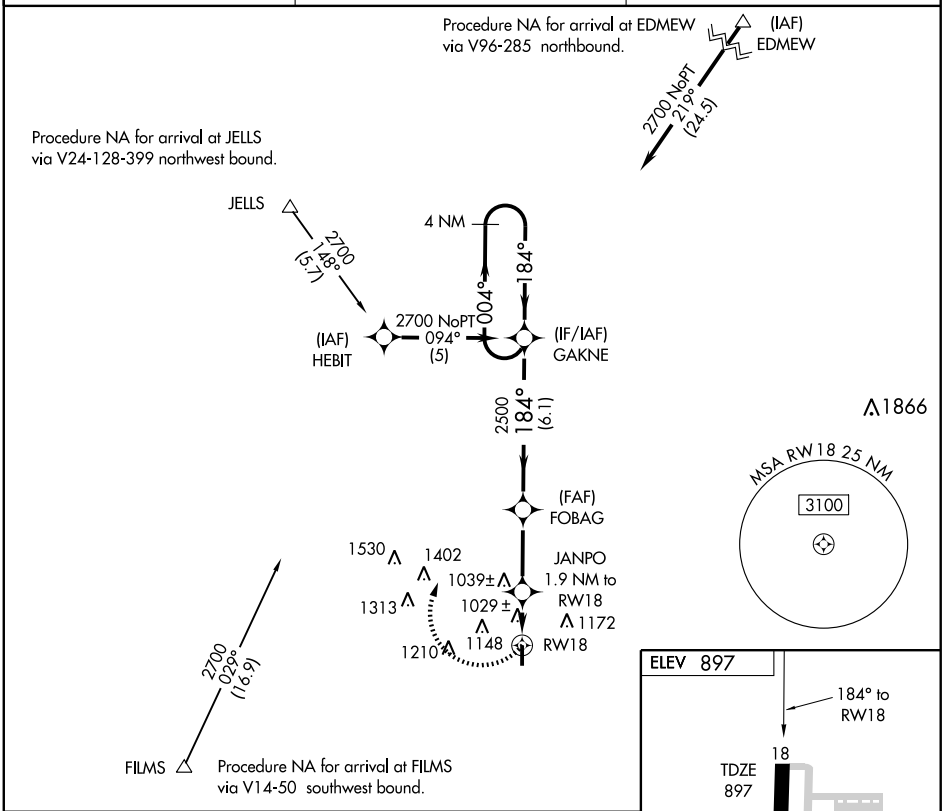
RNAV (GPS) RWY 18

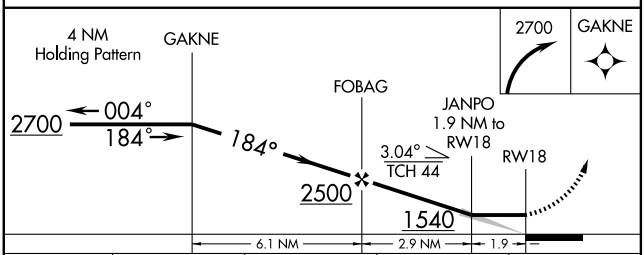
INDIANAPOLIS/ HENDRICKS COUNTY-GORDON GRAHAM FIELD (2R2)

NA — DME/DME RNP-0.3 NA. Use Indianapolis Intl altimeter setting.

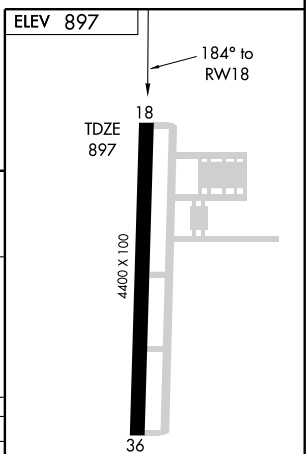
MISSED APPROACH: Climbing right turn to 2700 direct GAKNE and hold.

AWOS-3	INIANAPOLIS APP CON	UNICOM
118.025	121.1	122.7 (CTAF) L



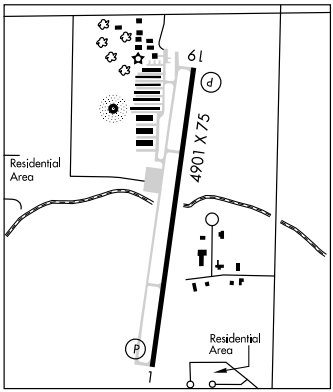


CATEGORY	A	B	C	D
LNAV MDA	1320-1 423 (500-1)		1320-1¼ 423 (500-1¼)	NA
CIRCLING	1380-1 483 (500-1)	1480-1 583 (600-1)	1480-1½ 583 (600-1½)	NA



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

GREENWOOD MUNI (HFY) 10 SE UTC−5(−4DT) N39°37.66′ W86°05.28′ **ST. LOUIS**
822 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1622(800) NOTAM FILE HUF **L–27D**
RWY 01–19: H4901X75 (ASPH) HIRL **IAP**
RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 39′. Tree.
RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Road.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Arpt unattended Christmas Day. After hours assistance 317–605–5068. High ints student training. HIRL Rwy 01–19 preset low inst; to increase ints ACTIVATE REIL Rwys 01 and 19—CTAF. Rwy 01–19 10′ drainage ditch 125′ right/left of centerline.
WEATHER DATA SOURCES: AWOS–3 118.525 (317) 882–5862.
COMMUNICATIONS: CTAF/UNICOM 123.0
INDIANAPOLIS APP/DEP CON 124.95
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 268° 12.2 NM to fld. 810/1E. **HIWAS.**
NDB (MHW) 398 HFY N39°37.96′ W86°05.44′ at fld.



HENDRICKS CO–GORDON GRAHAM FLD (2R2) 13 W UTC−5(−4DT) N39°44.81′ W86°28.51′ **ST. LOUIS**
897 B **FUEL** 100LL NOTAM FILE HUF **L–27D**
RWY 18–36: H4400X100 (ASPH) MIRL **IAP**
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 38. Trees.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 38. P–line.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. MIRL Rwy 18–36 preset on low ints to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.025 (317) 718–4872.
COMMUNICATIONS: CTAF/UNICOM 122.7
INDIANAPOLIS APP CON 121.1
INDIANAPOLIS DEP CON 119.05
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BRICKYARD (H) VORTACW 116.3 VHP Chan 110 N39°48.88′ W86°22.05′ 230° 6.4 NM to fld. 823/1E.

INDIANAPOLIS DOWNTOWN HELIPORT (8A4) ØN UTC−5(−4DT) N39°45.95′ W86°08.93′ **ST LOUIS**
732 B S1 **FUEL** JET A1+ NOTAM FILE HUF **L–27D**
HELIPAD H1: H60X60 (CONC) **IAP**
HELIPAD H1: VASI (NSTD). Buildings.
HELIPORT REMARKS: Attended Mon–Fri 1200–2030Z‡, Sat–Sun on req. For attendant and information call 317–955–1271. For week–end assistance 317–487–5089. Fuel self serve. Minor repairs available on req call 317–487–5089. Helipad H1 all tfc remain S of heliport; utilize railroad tracks and interstate highways for ingress/egress. Apch and departure on easterly or westerly headings. ODALS westbound ingress. Helipad H1 NSTD PLASI—Pulsating apch slope indicator—on E apch. Helipad H1 building area to NE is lgtd. Heliport has noise abatement procedures contact heliport manager 317–955–1271. ACTIVATE ODALS; NSTD PLASI; and High Ints Pad Lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.25 (317) 955–3160.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **APP/DEP CON** 125.275
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 297° 17 NM to fld. 810/1E.
HIWAS.

APP CRS	Rwy Idg	N/A
291°	TDZE	N/A
	Apt Elev	732

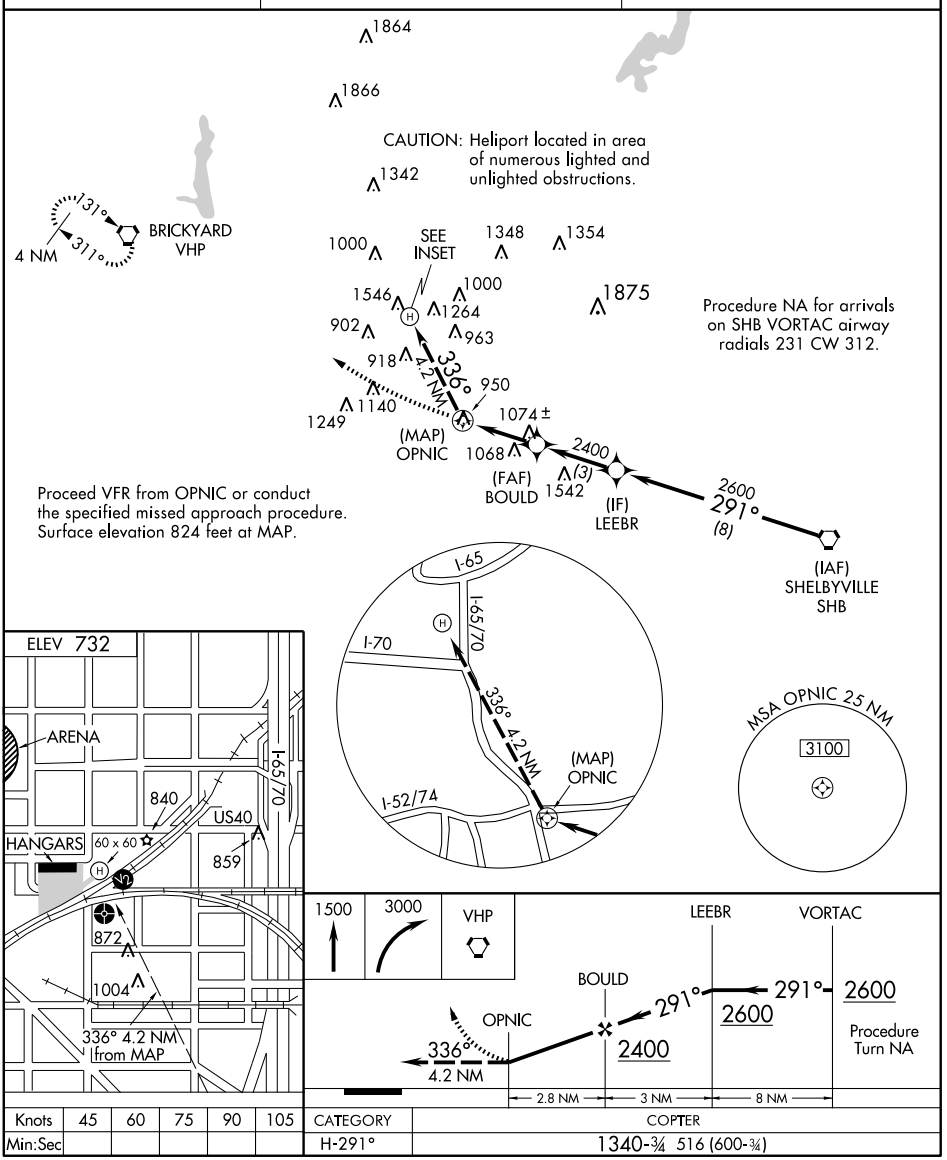
COPTER RNAV (GPS) 291°

INDIANAPOLIS DOWNTOWN HELIPORT (8A4)

NA When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase MDA 40 feet. Limit final and missed approach airspeed to 70 KIAS. DME/DME RNP-0.3 NA. ACTIVATE High Intensity Pad Lights-CTAF.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.250	125.275 317.8	123.05 (CTAF)



Knots	45	60	75	90	105
Min:Sec					

CATEGORY	COPTER
H-291°	1340-¾ 516 (600-¾)

EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SHB 112.0 Chan 57	APP CRS 287°	Rwy Idg N/A TDZE N/A Apt Elev 732

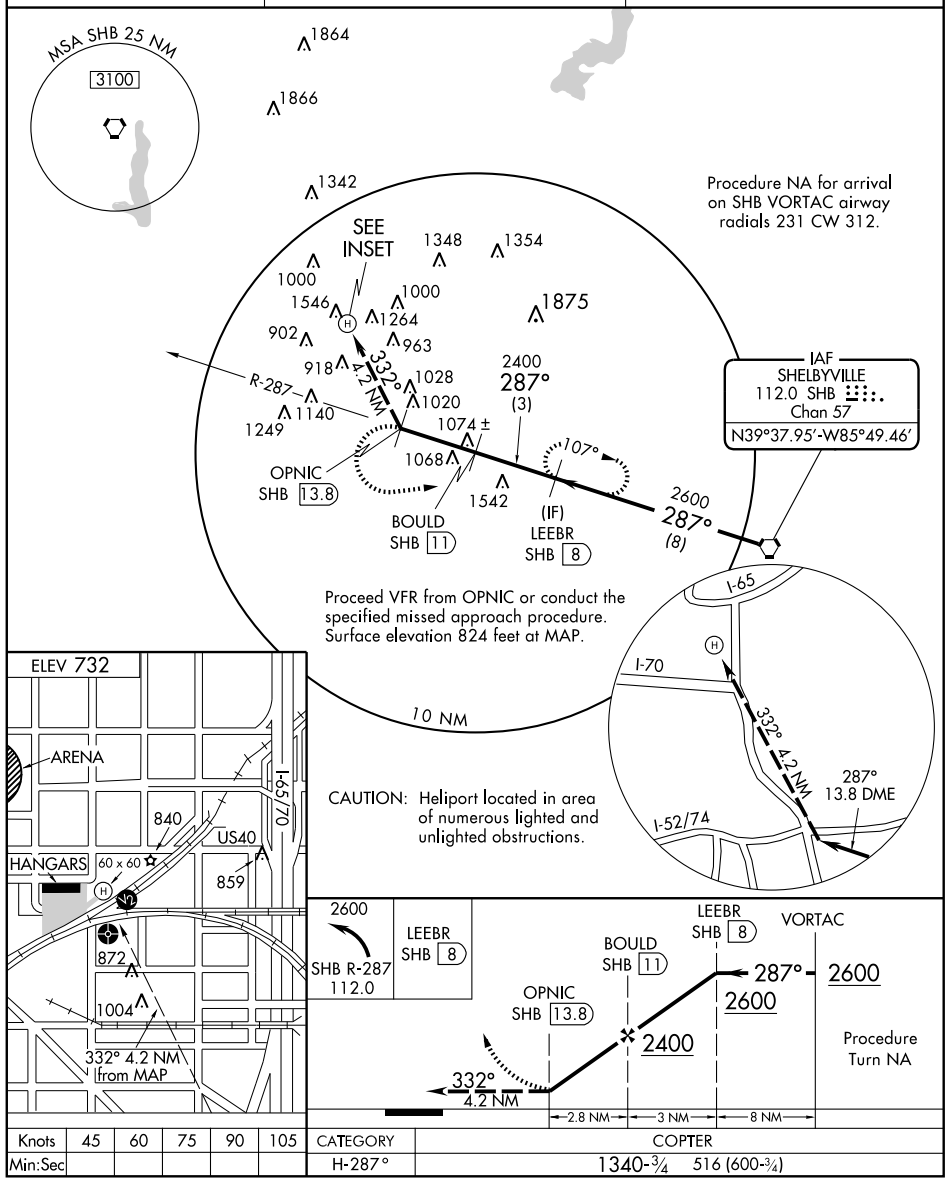
COPTER VOR/DME 287°

INDIANAPOLIS DOWNTOWN HELIPORT (8A4)

NA When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase MDA 40 feet.
ACTIVATE High Intensity Pad Lights-CTAF.

MISSED APPROACH: Climbing left turn to 2600 via SHB R-287 to LEEBR/8 DME and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.250	125.275 317.8	123.05 (CTAF)



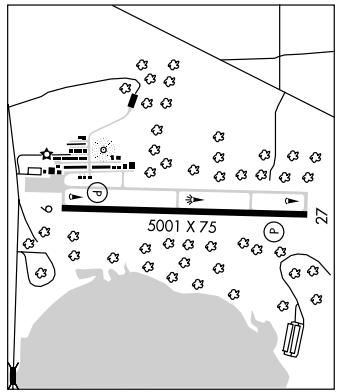
Knots	45	60	75	90	105
Min:Sec					

CATEGORY	COPTER
H-287°	1340-¾ 516 (600-¾)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HUNTINGTON MUNI (HHG) 3 SE UTC−5(−4DT) N40°51.18′ W85°27.43′
806 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF
RWY 09–27: H5001X75 (ASPH–GRVD) S–38, D–50 MIRL
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 36′. Trees.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. Fuel self svc avbl. Arpt unattended holidays. CAUTION: Deer on arpt early morning and evening hrs. MIRL Rwy 09–27 preset on low inst, to increase inst and ACTIVATE REIL Rwys 09 and 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WAYNE APP/DEP CON** 127.2
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 238° 14.4 NM to fld. 793/00E.
NDB (MHW) 417 HHG N40°51.34′ W85°27.86′ at fld. NOTAM FILE HUF.

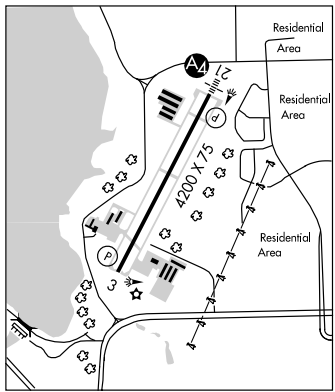
CHICAGO
H–5E, 10F, L–27E
IAP



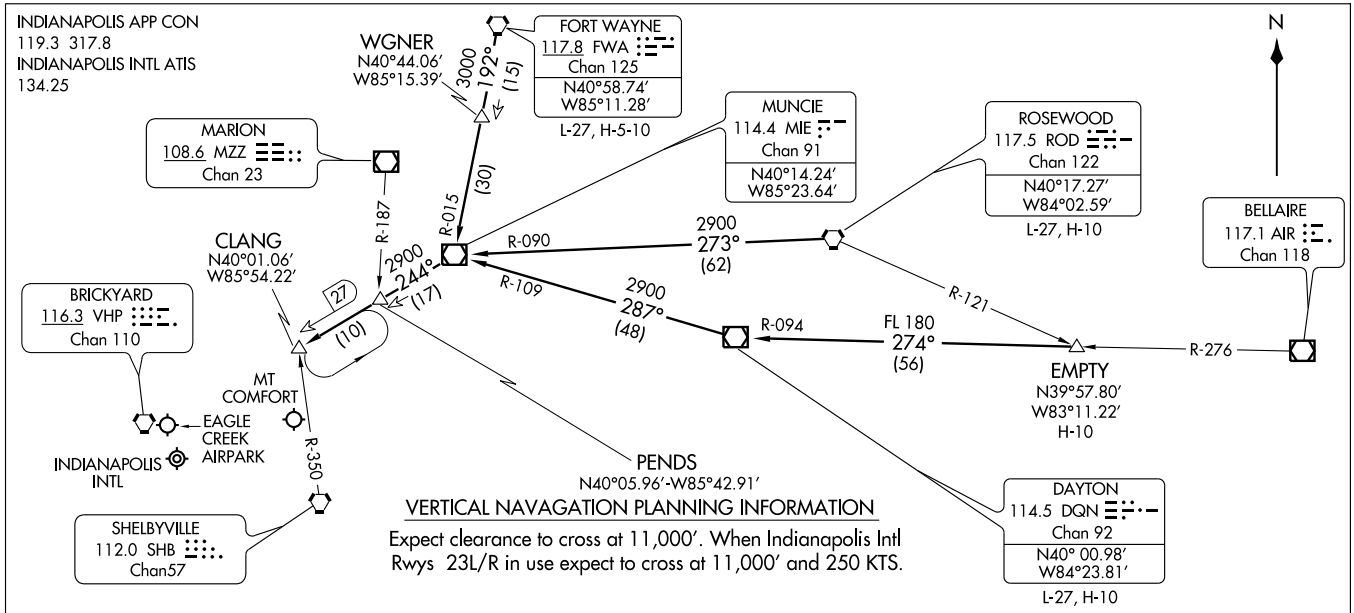
INDIANAPOLIS

EAGLE CREEK AIRPARK (EYE) 7 W UTC−5(−4DT) N39°49.85′ W86°17.66′
823 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE EYE
RWY 03–21: H4200X75 (ASPH) S–12.5 MIRL
RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Trees.
RWY 21: MALS. PAPI(P2L)—GA 3.0° TCH 30′ Road.
AIRPORT REMARKS: Attended 1200Z‡–dusk. 100LL has 24 hr self svc. MIRL RWY 03–21 preset low ints, to increase ints and ACTIVATE MALS Rwy 21 and REIL Rwy 03–CTAF.
WEATHER DATA SOURCES: ASOS 121.575 (317) 329–1754.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **INDIANAPOLIS APP/DEP CON** 119.05 **CLNC DEL** 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BRICKYARD (H) VORTACW 116.3 VHP Chan 110 N39°48.88′ W86°22.05′ 073° 3.5 NM to fld. 823/1E.
AIRPA NDB (LOM) 209 EY N39°55.52′ W86°14.28′ 207° 6.2 NM to fld. Unmonitored. NOTAM FILE EYE.
ILS 111.5 I–EYE. Rwy 21 LOM AIRPA NDB. LOC only. LOC and LOM unmonitored.

ST. LOUIS
L–27D
IAP



CLANG FIVE ARRIVAL
(CLANG.CLANG5) 09183



VERTICAL NAVAGATION PLANNING INFORMATION

Expect clearance to cross at 11,000′. When Indianapolis Intl Rwys 23L/R in use expect to cross at 11,000′ and 250 KTS.

DAYTON TRANSITION (DQN. CLANG5): From over DQN VOR/DME via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

EMPTY TRANSITION (EMPTY.CLANG5): From over EMPTY INT via DQN R-094 to DQN VOR/DME, then via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.CLANG5): From over FWA VORTAC via FWA R-192 and MIE R-015 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.CLANG5): From over ROD VORTAC via ROD R-273 and MIE R-090 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

. . . . From over CLANG INT, expect vectors to final approach course.

NOTE: Chart not to acale.

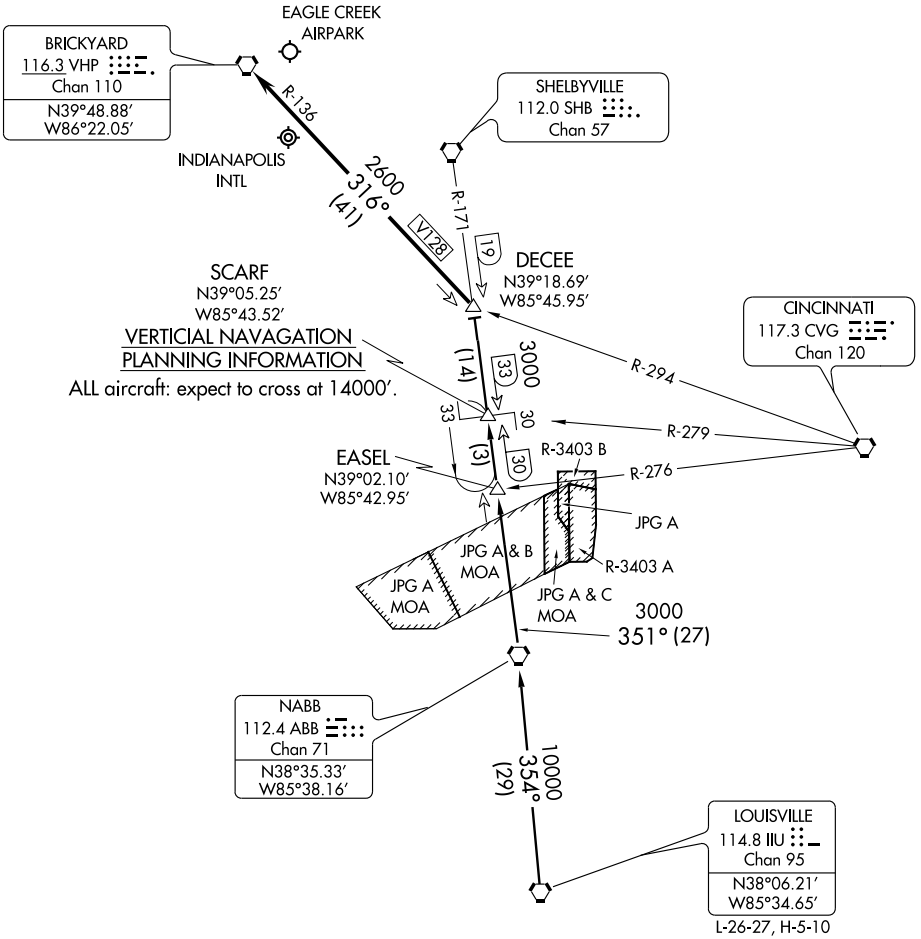
(CLANG.CLANG5) 09183
CLANG FIVE ARRIVAL

ST-203 (FAA)

INDIANAPOLIS, INDIANA

INDIANAPOLIS, INDIANA

INDIANAPOLIS APP CON
119.3 317.8
ATIS 134.25



NOTE: Chart not to scale.

LOUISVILLE TRANSITION (IIU.DECEE4): From over IIU VORTAC via IIU R-354 to ABB VORTAC, then via ABB R-351 and SHB R-171 to DECEE INT.

. . . . From over DECEE INT, via VHP R-136 to VHP VORTAC, expect radar vectors to final approach course after DECEE.

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-EYE	APP CRS	Rwy Idg	4200
111.5	207°	TDZE	820
		Apt Elev	823

LOC RWY 21

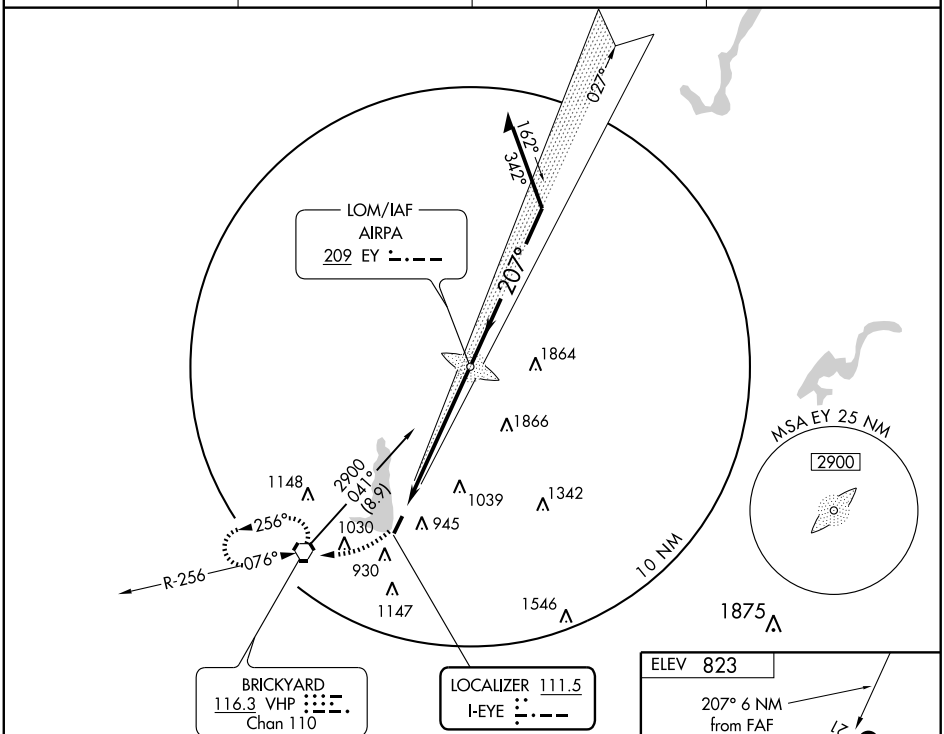
INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

Inoperative components table does not apply to CAT C. If local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDA's 20 feet.

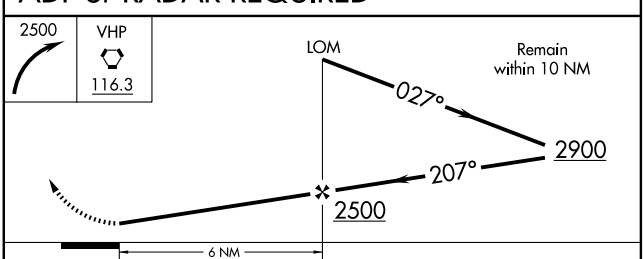
MALSF

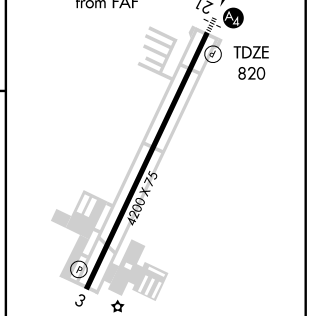
MISSED APPROACH: Climbing right turn to 2500 direct VHP VORTAC and hold.

ASOS	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
121.575	119.05 317.8	128.6	122.8 (CTAF)



ADF or RADAR REQUIRED





MIRL Rwy 3-21 L
REIL Rwy 3 L

CATEGORY	A	B	C	D
S-21	1320-¾	500 (500-¾)	1320-1¼ 500 (500-1¼)	NA
CIRCLING	1320-1	497 (500-1)	1320-1½ 497 (500-1½)	NA

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOM EY	APP CRS	Rwy Idg	4200
209	207°	TDZE	823
		Apt Elev	823

NDB RWY 21

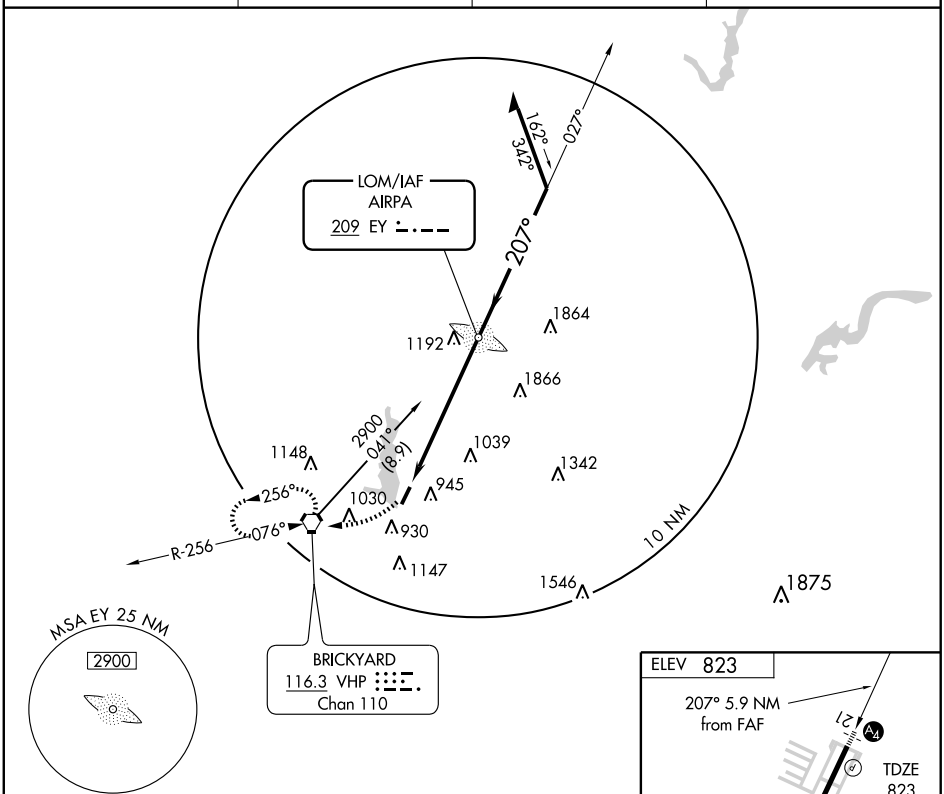
INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

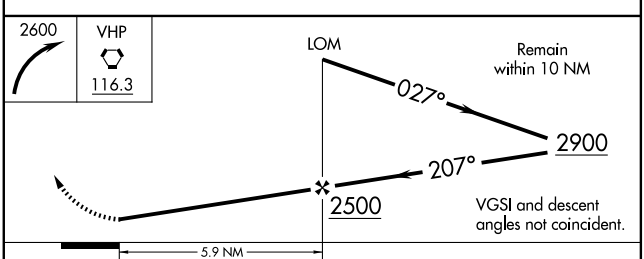
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 20 feet.
Inoperative table does not apply to Cat C.

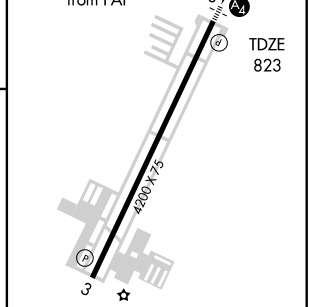
MALSF

MISSED APPROACH:
Climbing right turn to 2600 direct VHP VORTAC and hold.

ASOS	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
121.575	119.05 317.8	128.6	122.8 (CTAF) L







MIRL Rwy 3-21 L
REIL Rwy 3 L

CATEGORY	A	B	C	D
S-21	1440-¾ 617 (700-¾)		1440-1¾ 617 (700-1¾)	NA
CIRCLING	1440-1 617 (700-1)		1440-1¾ 617 (700-1¾)	NA

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH 82509	208°	Rwy Idg	4200
W21A		TDZE	823
		Apt Elev	823

RNAV (GPS) RWY 21

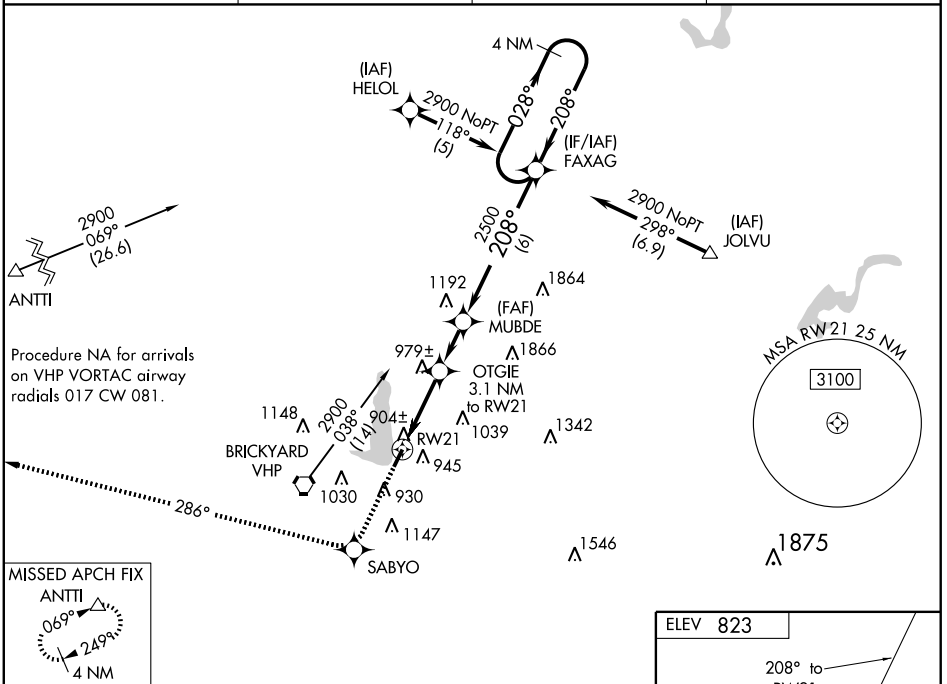
INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

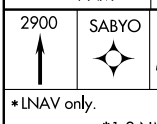
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting.
When local altimeter setting not received use Indianapolis Intl altimeter setting and increase all DA/MDA 20 ft. Inoperative table does not apply.

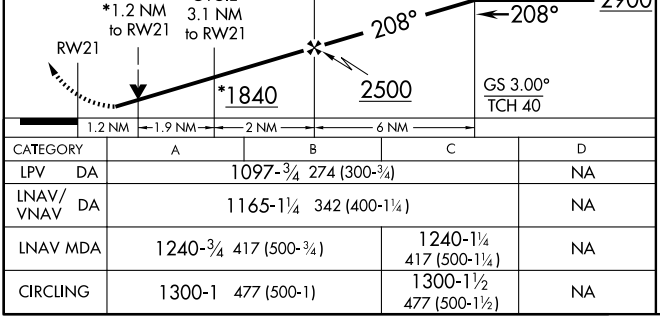
MALSF

MISSED APPROACH: Climb to 2900 direct SABYO and right turn via 286° track to ANTTI and hold.

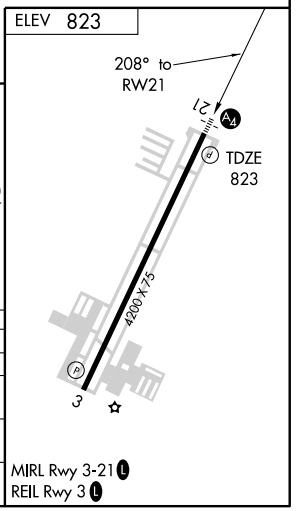
ASOS	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
121.575	119.05 317.8	128.6	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1097-¾ 274 (300-¾)			NA
LNAV/VNAV DA	1165-1¼ 342 (400-1¼)			NA
LNAV MDA	1240-¾ 417 (500-¾)		1240-1¼ 417 (500-1¼)	NA
CIRCLING	1300-1 477 (500-1)		1300-1½ 477 (500-1½)	NA



MIRL Rwy 3-21
REIL Rwy 3

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC VHP 116.3 Chan 110	APP CRS 076°	Rwy Idg N/A TDZE N/A Apt Elev 823

VOR-A

INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

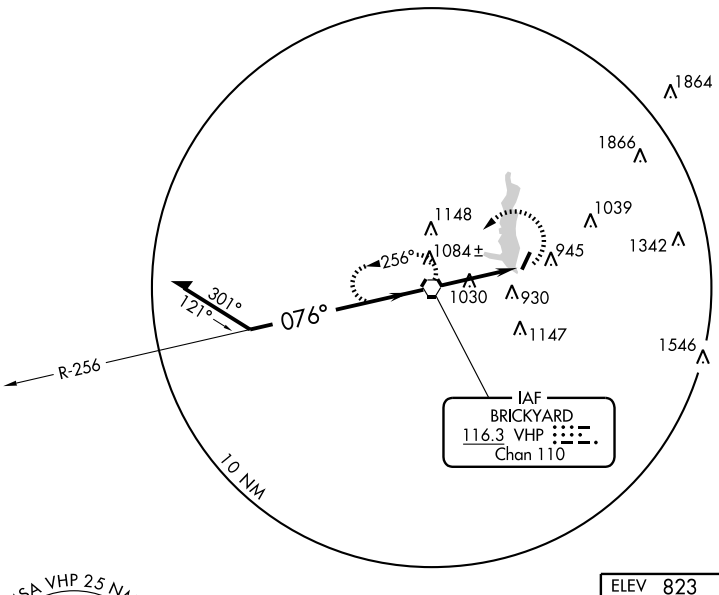
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 20 feet.

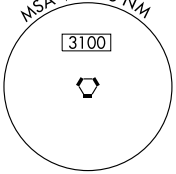
MISSED APPROACH: Climbing left turn to 2600 direct VHP VORTAC and hold.

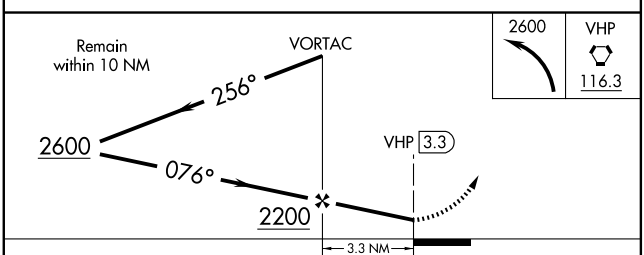
ASOS	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
121.575	119.05 317.8	128.6	122.8 (CTAF) L

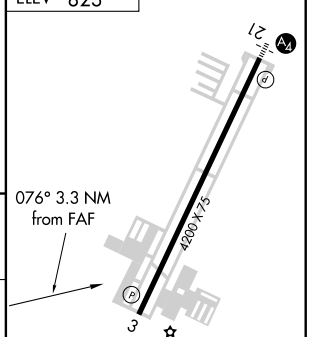
EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010







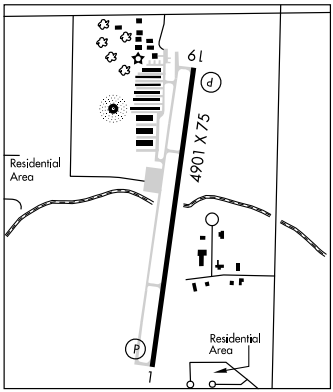


MIRL Rwy 3-21 L
REIL Rwy 3 L

CATEGORY	A	B	C	D
CIRCLING	1300-1 477 (500-1)		1300-1½ 477 (500-1½)	NA

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

GREENWOOD MUNI (HFY) 10 SE UTC−5(−4DT) N39°37.66′ W86°05.28′ **ST. LOUIS**
822 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1622(800) NOTAM FILE HUF **L–27D**
RWY 01–19: H4901X75 (ASPH) HIRL **IAP**
RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 39′. Tree.
RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Road.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Arpt unattended Christmas Day. After hours assistance 317–605–5068. High ints student training. HIRL Rwy 01–19 preset low inst; to increase ints ACTIVATE REIL Rwys 01 and 19—CTAF. Rwy 01–19 10′ drainage ditch 125′ right/left of centerline.
WEATHER DATA SOURCES: AWOS–3 118.525 (317) 882–5862.
COMMUNICATIONS: CTAF/UNICOM 123.0
INDIANAPOLIS APP/DEP CON 124.95
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 268° 12.2 NM to fld. 810/1E. **HIWAS.**
NDB (MHW) 398 HFY N39°37.96′ W86°05.44′ at fld.



HENDRICKS CO–GORDON GRAHAM FLD (2R2) 13 W UTC−5(−4DT) N39°44.81′ W86°28.51′ **ST. LOUIS**
897 B **FUEL** 100LL NOTAM FILE HUF **L–27D**
RWY 18–36: H4400X100 (ASPH) MIRL **IAP**
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 38. Trees.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 38. P–line.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. MIRL Rwy 18–36 preset on low ints to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.025 (317) 718–4872.
COMMUNICATIONS: CTAF/UNICOM 122.7
INDIANAPOLIS APP CON 121.1
INDIANAPOLIS DEP CON 119.05
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BRICKYARD (H) VORTACW 116.3 VHP Chan 110 N39°48.88′ W86°22.05′ 230° 6.4 NM to fld. 823/1E.

INDIANAPOLIS DOWNTOWN HELIPORT (8A4) ØN UTC−5(−4DT) N39°45.95′ W86°08.93′ **ST LOUIS**
732 B S1 **FUEL** JET A1+ NOTAM FILE HUF **L–27D**
HELIPAD H1: H60X60 (CONC) **IAP**
HELIPAD H1: VASI (NSTD). Buildings.
HELIPORT REMARKS: Attended Mon–Fri 1200–2030Z‡, Sat–Sun on req. For attendant and information call 317–955–1271. For week–end assistance 317–487–5089. Fuel self serve. Minor repairs available on req call 317–487–5089. Helipad H1 all tfc remain S of heliport; utilize railroad tracks and interstate highways for ingress/egress. Apch and departure on easterly or westerly headings. ODALS westbound ingress. Helipad H1 NSTD PLASI—Pulsating apch slope indicator—on E apch. Helipad H1 building area to NE is lgtd. Heliport has noise abatement procedures contact heliport manager 317–955–1271. ACTIVATE ODALS; NSTD PLASI; and High Ints Pad Lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.25 (317) 955–3160.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **APP/DEP CON** 125.275
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 297° 17 NM to fld. 810/1E.
HIWAS.

NDB HFY 398	APP CRS 360°	Rwy Idg 4901 TDZE 822 Apt Elev 822

NDB RWY 1

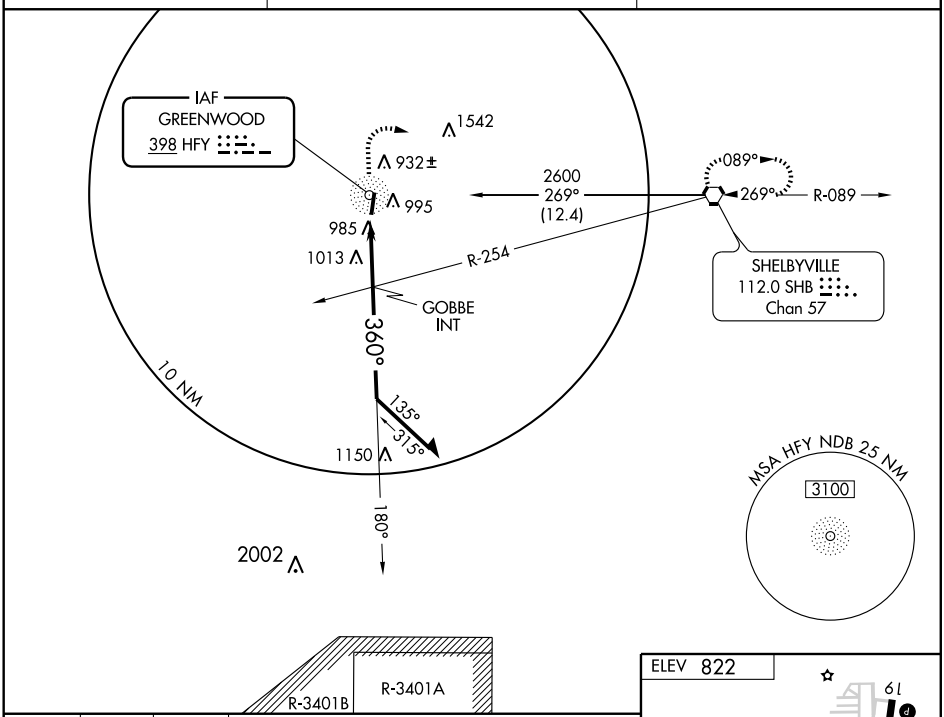
INDIANAPOLIS / GREENWOOD MUNI (HFY)

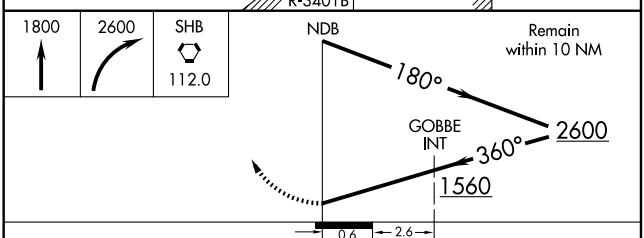
▼ If local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDAs 40 feet.

△ NA

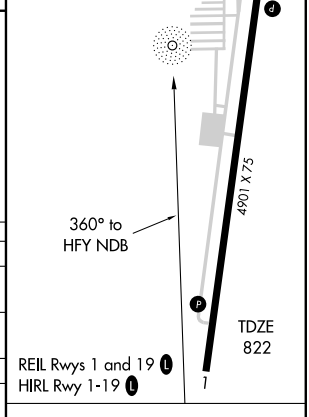
MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct SHB VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.525	124.95 317.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-1	1560-1	738 (800-1)	1560-2 738 (800-2)	NA
CIRCLING	1560-1	738 (800-1)	1560-2 738 (800-2)	NA
GOBBE INT MINIMUMS				
S-1	1380-1	558 (600-1)	1380-1½ 558 (600-1½)	NA
CIRCLING	1380-1	558 (600-1)	1380-1½ 558 (600-1½)	NA



Knots	60	90	120	150	180
Min:Sec					

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4901
010°	TDZE	822
	Apt Elev	822

RNAV (GPS) RWY 1

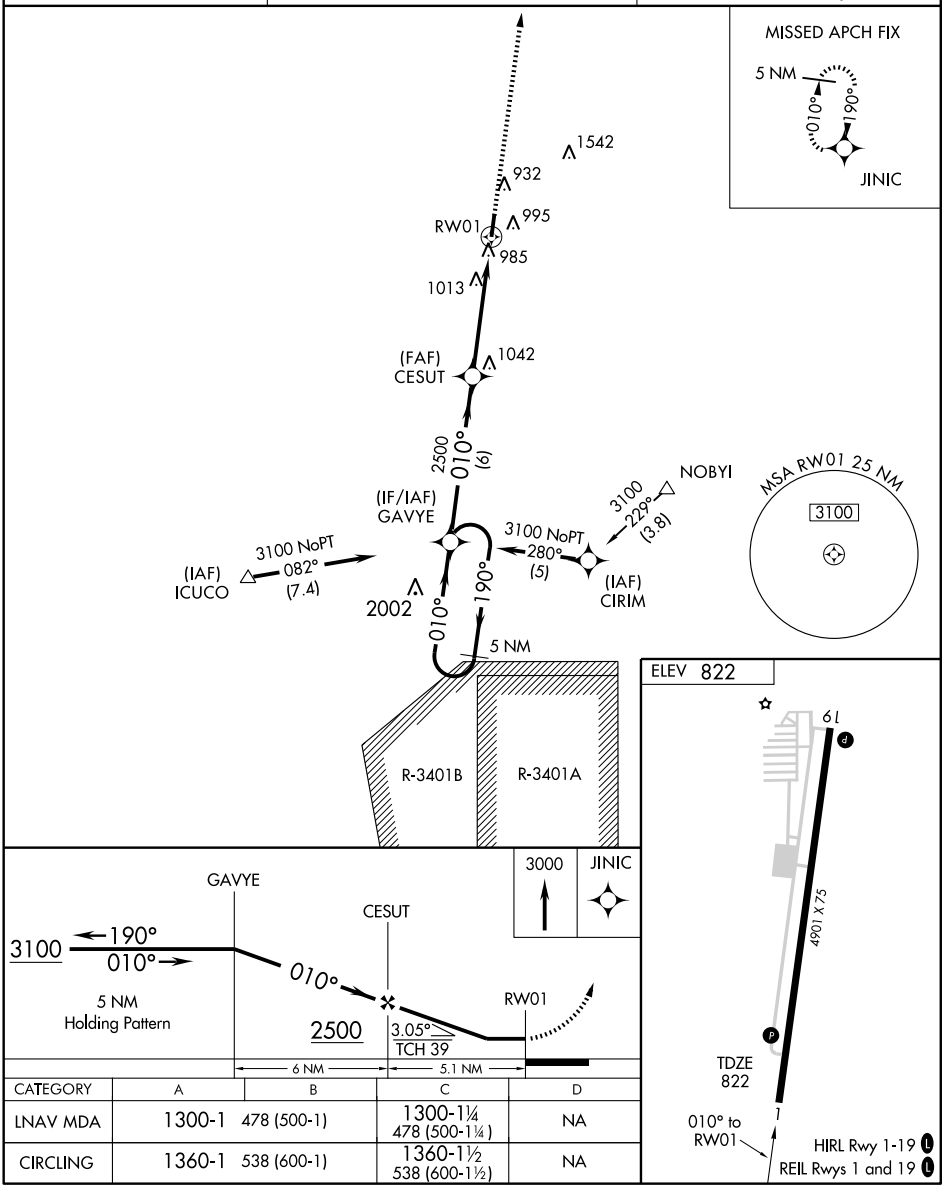
INDIANAPOLIS / GREENWOOD MUNI (HFY)

If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 3000 direct JINIC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.525	124.95 317.8	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1300-1	478 (500-1)	1300-1¼ 478 (500-1¼)	NA
CIRCLING	1360-1	538 (600-1)	1360-1½ 538 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53703 W19A | APP CRS 190° | Rwy Idg 4901 | TDZE 822 | Apt Elev 822

RNAV (GPS) RWY 19

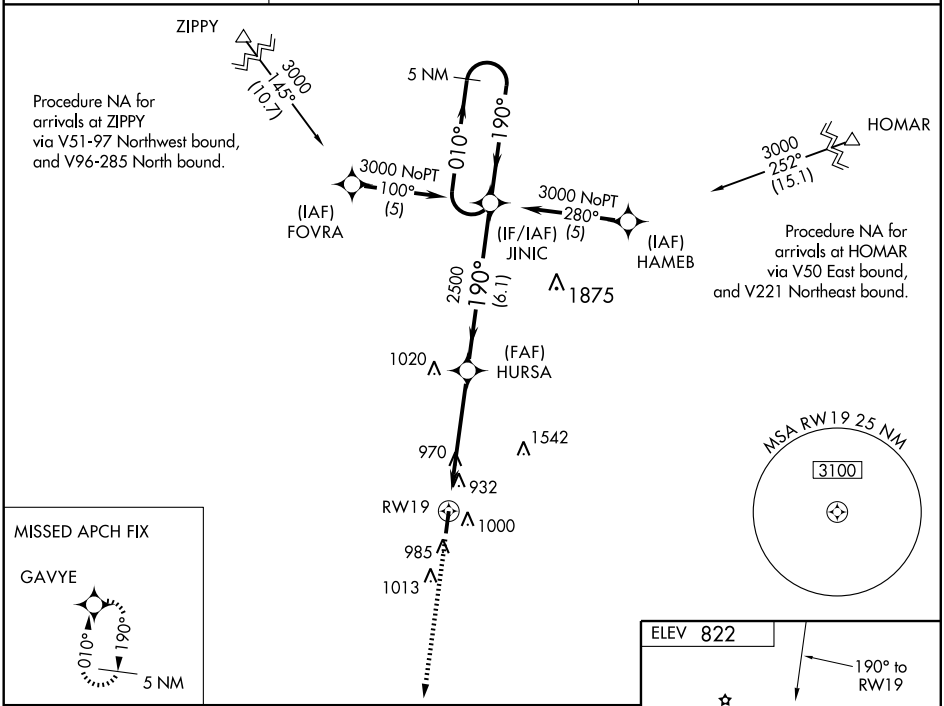
INDIANAPOLIS / GREENWOOD MUNI (HFY)

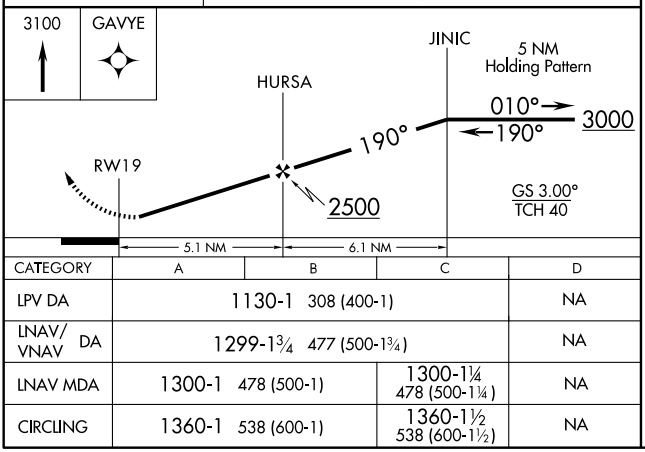
NA

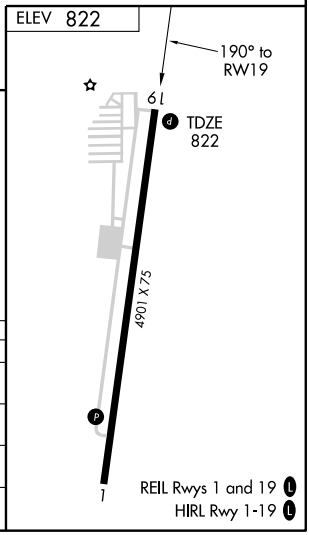
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct GAVYE and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.525	124.95 317.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1130-1 308 (400-1)			NA
LNAV/VNAV DA	1299-1¾ 477 (500-1¾)			NA
LNAV MDA	1300-1 478 (500-1)		1300-1¼ 478 (500-1¼)	NA
CIRCLING	1360-1 538 (600-1)		1360-1½ 538 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SHB 112.0 Chan 57	APP CRS 269°	Rwy Idg N/A TDZE N/A Apt Elev 822

VOR-A

INDIANAPOLIS / GREENWOOD MUNI (HFY)

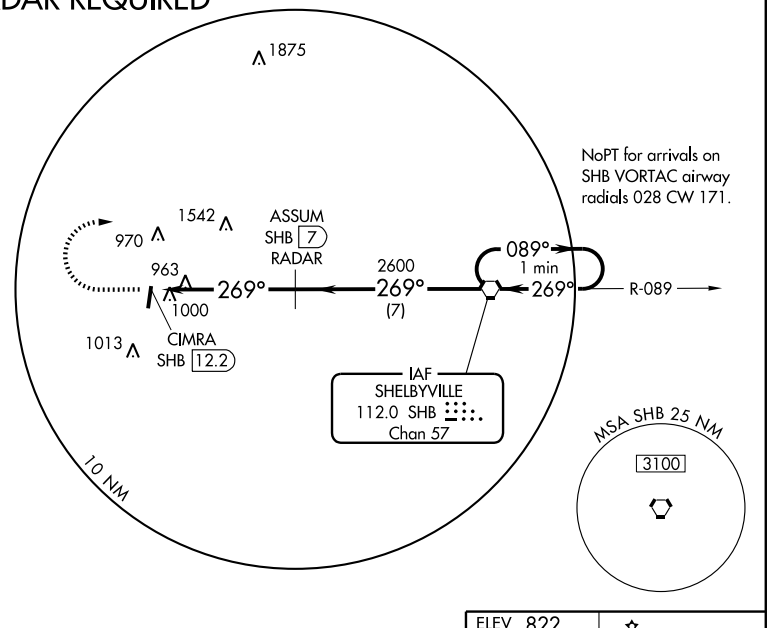
▼ If local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDAs 40 feet.

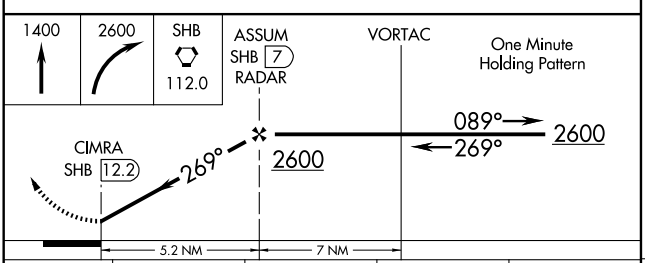
△ NA

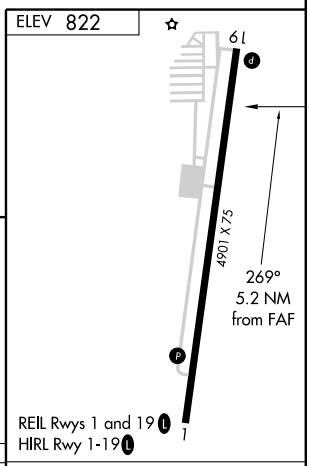
MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 direct SHB VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.525	124.95 317.8	123.0 (CTAF) L

DME or RADAR REQUIRED



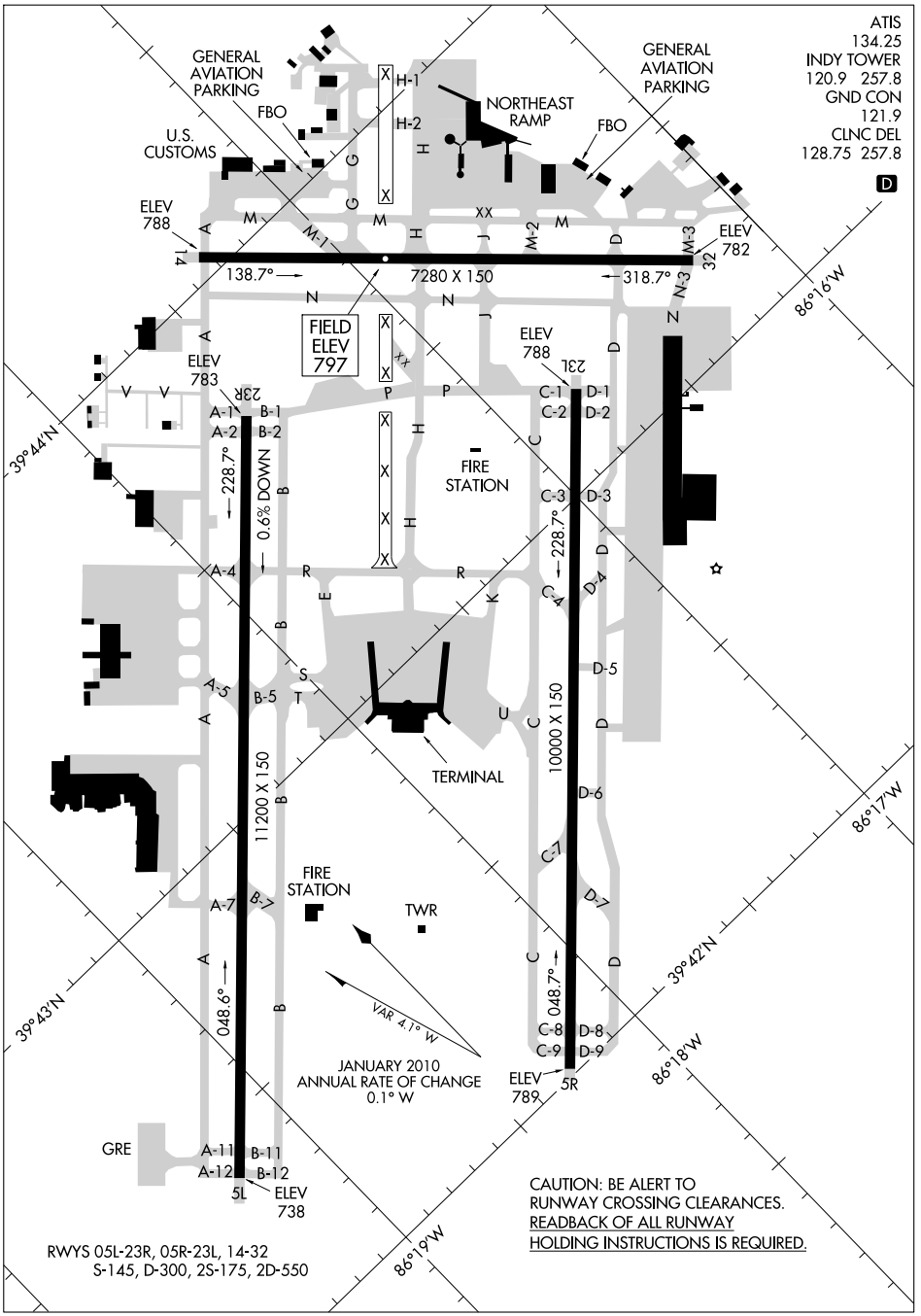




CATEGORY	A	B	C	D
CIRCLING	1360-1 538 (600-1)		1360-1½ 538 (600-1½)	NA

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

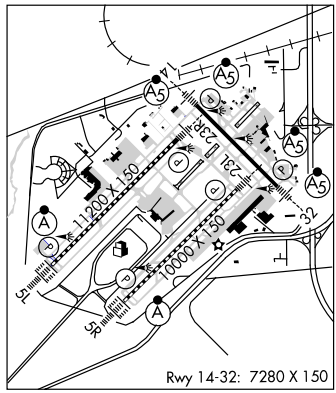
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010



EC-2, 21 OCT 2010 to 18 NOV 2010

INDIANAPOLIS INTL (IND) 7 SW UTC−5(−4DT) N39°43.04′ W86°17.68′ **ST. LOUIS**
797 B S4 **FUEL** 100LL, JET A, A1+ OX 1, 3 LRA Class I, ARFF Index D **H–5E, 10F, L–27D**
NOTAM FILE IND **IAP, AD**

RWY 05L–23R: H11200X150 (CONC–GRVD) S–145, D–300, 2S–175, 2D–550 HIRL CL
RWY 05L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 68′.
RWY 23R: MALSR. PAPI(P4L)—GA 3.0° TCH 64′. Antenna. 0.6% down
RWY 05R–23L: H10000X150 (CONC–GRVD) S–145, D–300, 2S–175, 2D–550 HIRL CL
RWY 05R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 66′.
RWY 23L: MALSR. PAPI(P4L)—GA 3.0° TCH 69′. Antenna.
RWY 14–32: H7280X150 (ASPH–GRVD) S–145, D–300, 2S–175, 2D–550 HIRL
RWY 14: MALSR. PAPI(P4L)—GA 3.0° TCH 68′. Antenna.
RWY 32: MALSR. PAPI(P4R)—GA 3.0° TCH 73′. Trees.

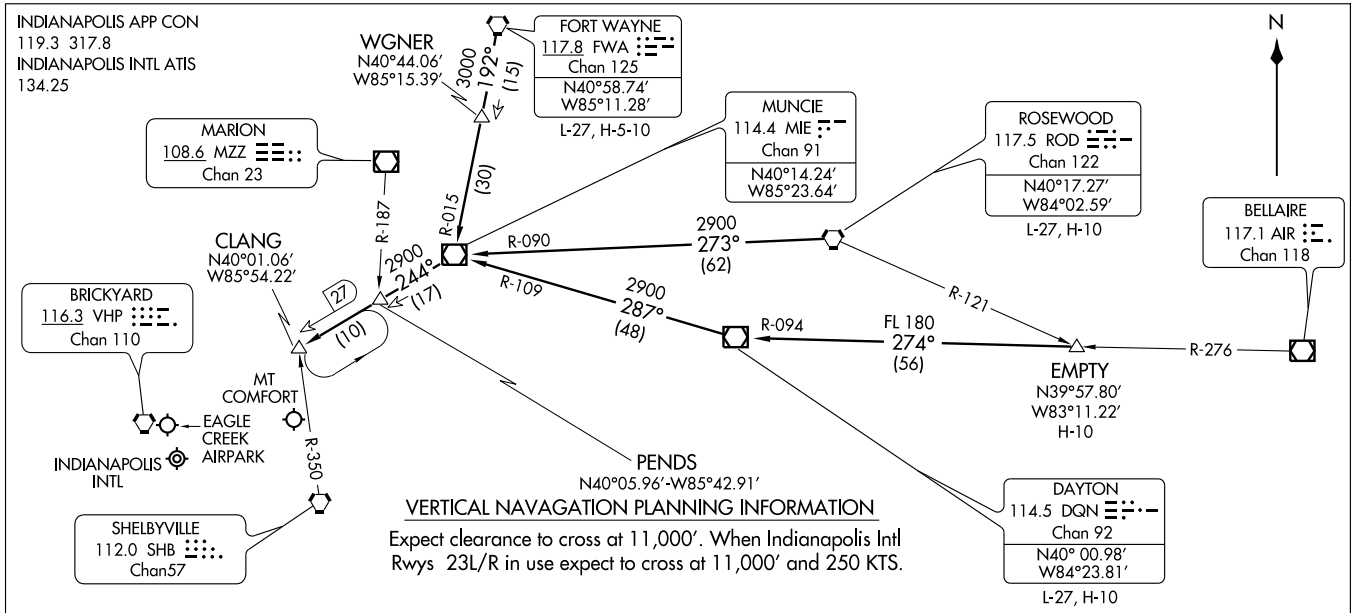


RUNWAY DECLARED DISTANCE INFORMATION
RWY 05L: TORA–11200 TODA–11200 ASDA–11200 LDA–11200
RWY 05R: TORA–10000 TODA–10000 ASDA–10000 LDA–10000
RWY 14: TORA–7280 TODA–7280 ASDA–7280 LDA–7280
RWY 23L: TORA–10000 TODA–10000 ASDA–10000 LDA–10000
RWY 23R: TORA–11200 TODA–11200 ASDA–11200 LDA–11200
RWY 32: TORA–7280 TODA–7280 ASDA–7280 LDA–7280

AIRPORT REMARKS: Attended continuously. Large flocks of birds on and invof arpt. Twy V clsd to air carrier ops with more than 30 passenger seats. Primary student touch and go ldgs not permitted. Be alert to close proximity of Rwy 14–32 to apron. Twy H NE of Twy M not available for group V acft. Noise abatement procedures in effect contact arpt management 317–487–9594. Rwy 05R–23L and Rwy 14–32 have 200′ blast pads both ends. Rwy 05L–23R has 400′ blast pad both ends. Rwy 14–32 has 200′ blast fence both ends. Rwy 14 PAPI unusable byd 8° right of course. Twy H runs contiguous at air carrier ramp area. Flight Notification Service (ADCUS) available. NOTE: See Special Notices Section–Intersection Departures During Period of Darkness.

WEATHER DATA SOURCES: ASOS (317) 241–0348. LLWAS. TDWR.
COMMUNICATIONS: D-ATIS 134.25 **UNICOM** 122.95
RCO 122.55 (TERRE HAUTE RADIO)
Ⓡ **APP CON** 127.15 (E of active rwy) 124.65 (W of active rwy) 119.3
INDY TOWER 120.9 **GND CON** 121.9, 121.8
CLNC DEL 128.75 **PRE TAXI CLNC** 128.75
Ⓡ **DEP CON** 124.95 (East) 119.05 (West)
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BRICKYARD (H) VORTACW 116.3 VHP Chan 110 N39°48.88′ W86°22.05′ 149° 6.7 NM to fld. 823/1E.
PULLY NDB (LOM) 266 IN N39°37.74′ W86°25.10′ 049° 7.8 NM to fld. NOTAM FILE IND.
COLFA NDB (LOM) 232 CO N39°39.42′ W86°11.13′ 308° 6.2 NM to fld.
BRINN NDB (LOM) 219 OQ N39°37.04′ W86°24.47′ 043° 8.0 NM to fld.
LAREZ NDB (LOM) 349 FV N39°47.19′ W86°11.78′ 230° 6.2 NM to fld.
ILS/DME 111.75 I–IND Chan 54(Y) Rwy 05L. Class IIID. LOM PULLY NDB. LOC unusable byd 20° right of course.
ILS/DME 111.15 I–OQV Chan 48(Y) Rwy 05R. LOM BRINN NDB.
ILS/DME 111.75 I–UZK Chan 54(Y) Rwy 23R. Class 1B.
ILS/DME 111.15 I–FVJ Chan 48(Y) Rwy 23L. Class IA. LOM LAREZ NDB. Glide Slope unusable 5° left of LOC course.
ILS 110.5 I–BJP Rwy 14. Class IT.
ILS 110.5 I–COA Rwy 32. Class IT. LOM COLFA NDB. LOC unusable byd 25° left of course, 30° right

CLANG FIVE ARRIVAL
(CLANG.CLANG5) 09183



VERTICAL NAVAGATION PLANNING INFORMATION

Expect clearance to cross at 11,000′. When Indianapolis Intl Rwys 23L/R in use expect to cross at 11,000′ and 250 KTS.

DAYTON TRANSITION (DQN. CLANG5): From over DQN VOR/DME via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

EMPTY TRANSITION (EMPTY.CLANG5): From over EMPTY INT via DQN R-094 to DQN VOR/DME, then via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.CLANG5): From over FWA VORTAC via FWA R-192 and MIE R-015 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.CLANG5): From over ROD VORTAC via ROD R-273 and MIE R-090 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

. . . . From over CLANG INT, expect vectors to final approach course.

NOTE: Chart not to acale.

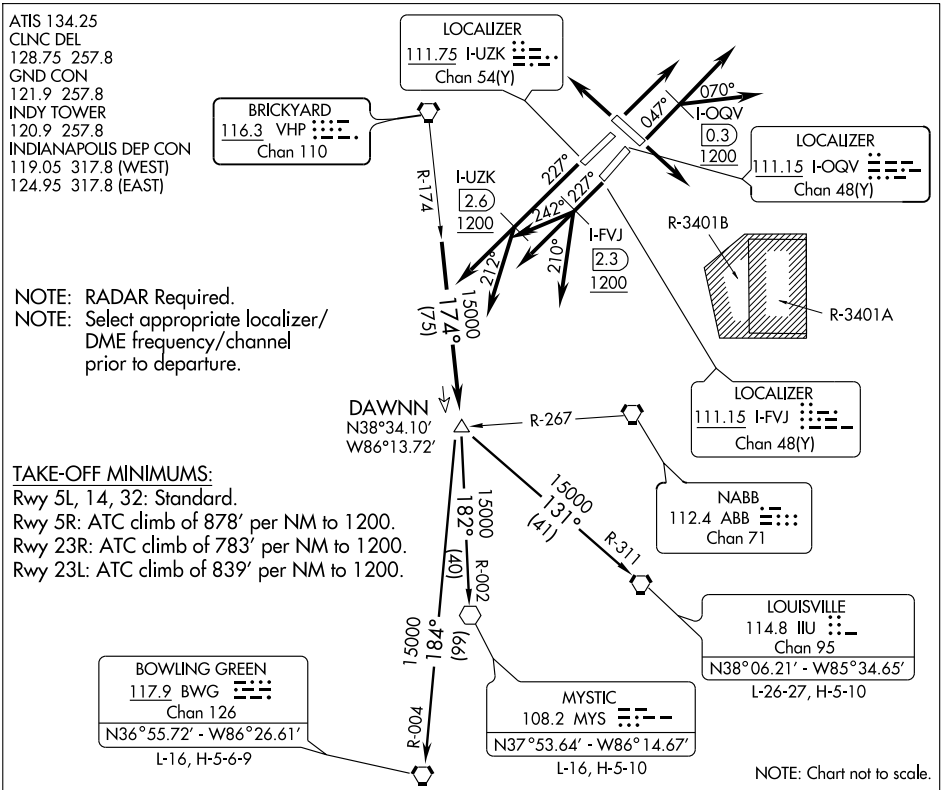
(CLANG.CLANG5) 09183
CLANG FIVE ARRIVAL

ST-203 (FAA)

INDIANAPOLIS, INDIANA

INDIANAPOLIS, INDIANA

DAWNN FOUR DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 23R (TURBOJETS ONLY): Climb on runway heading 227° until I-UZK 2.6 DME and 1200 feet or above, then fly assigned heading 227° or 212°. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 23L (TURBOJETS ONLY): Climb on runway heading 227° until I-FVJ 2.3 DME and 1200 feet or above, then fly assigned heading 210°, 227°, or 242°. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 5R (TURBOJETS ONLY): Climb on runway heading 047° until I-OQV 0.3 DME and 1200 feet or above, then fly assigned heading 047° or 070°. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL OTHER RUNWAYS (TURBOJETS ONLY): Climb on runway heading or as assigned. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL RUNWAYS (PROPELLER ONLY): Climb on runway heading or as assigned. Maintain 3000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect cleareance to requested altitude ten minutes after departure.

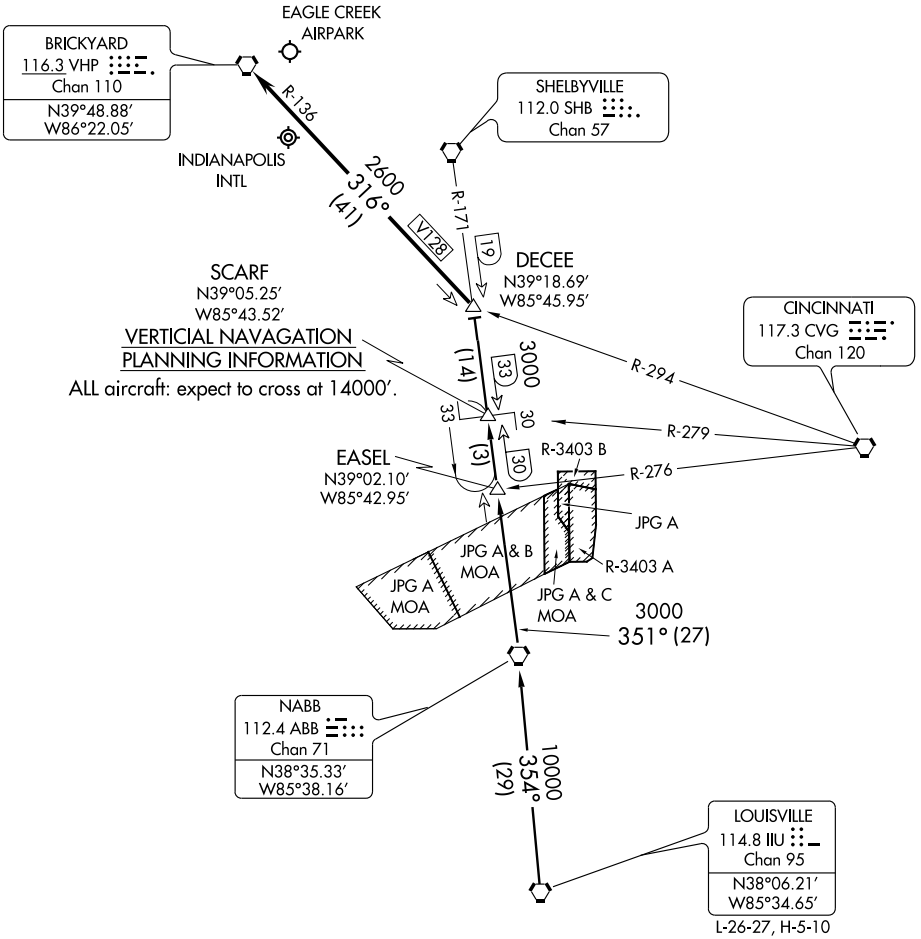
BOWLING GREEN TRANSITION (DAWNN4.BWG): Via BWG R-004 to BWG VORTAC.

LOUISVILLE TRANSITION (DAWNN4.IIU): Via IIU R-311 to IIU VORTAC.

MYSTIC TRANSITION (DAWNN4.MYS): Via MYS R-002 to MYS VOR.

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

INDIANAPOLIS APP CON
119.3 317.8
ATIS 134.25



NOTE: Chart not to scale.

LOUISVILLE TRANSITION (IIU.DECEE4): From over IIU VORTAC via IIU R-354 to ABB VORTAC, then via ABB R-351 and SHB R-171 to DECEE INT.

. . . . From over DECEE INT, via VHP R-136 to VHP VORTAC, expect radar vectors to final approach course after DECEE.

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-IND	APP CRS	Rwy Idg 11200
111.75	047°	TDZE 748
Chan 54 (Y)		Apt Elev 797

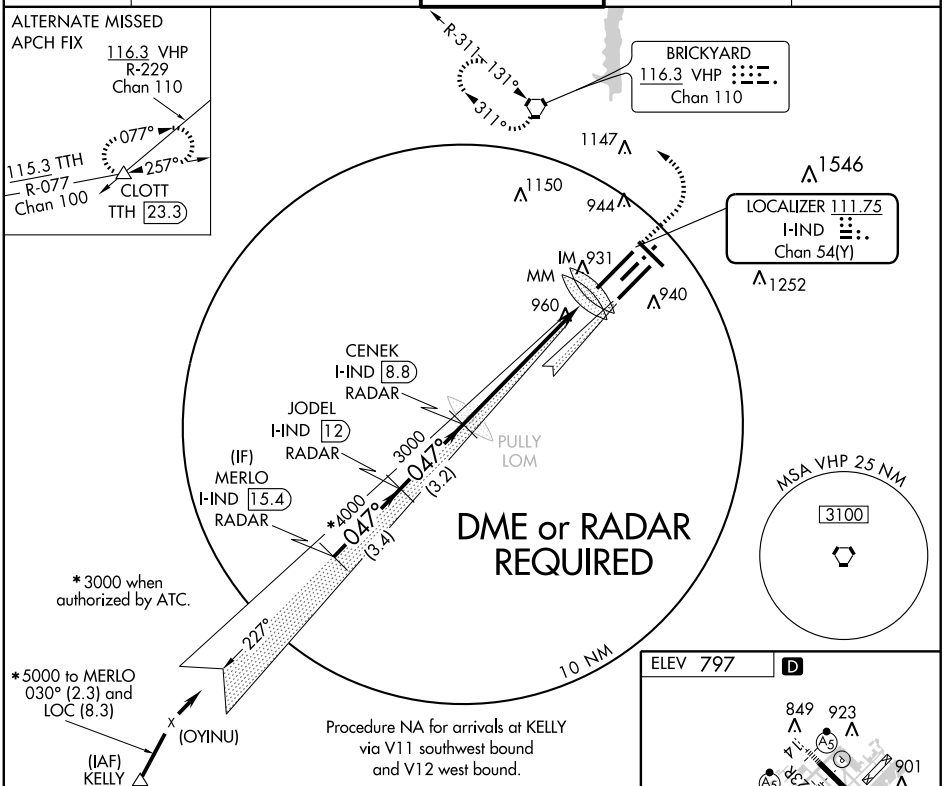
ILS or LOC RWY 5L
INDIANAPOLIS INTL (IND)

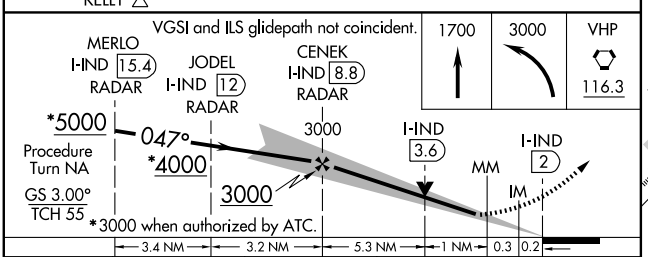
Simultaneous approach authorized with Rwy 5R.

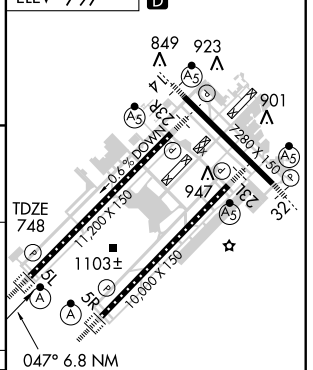
ALSF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8







CATEGORY	A	B	C	D
S-ILS 5L	948/18 200 (200-½)			
S-LOC 5L	1300/24 552 (600-½)		1300/50 552 (600-1)	1300/60 552 (600-1¼)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OQV	APP CRS	Rwy Idg 10000
111.15	047°	TDZE 791
Chan 48 (Y)		Apt Elev 797

ILS or LOC RWY 5R

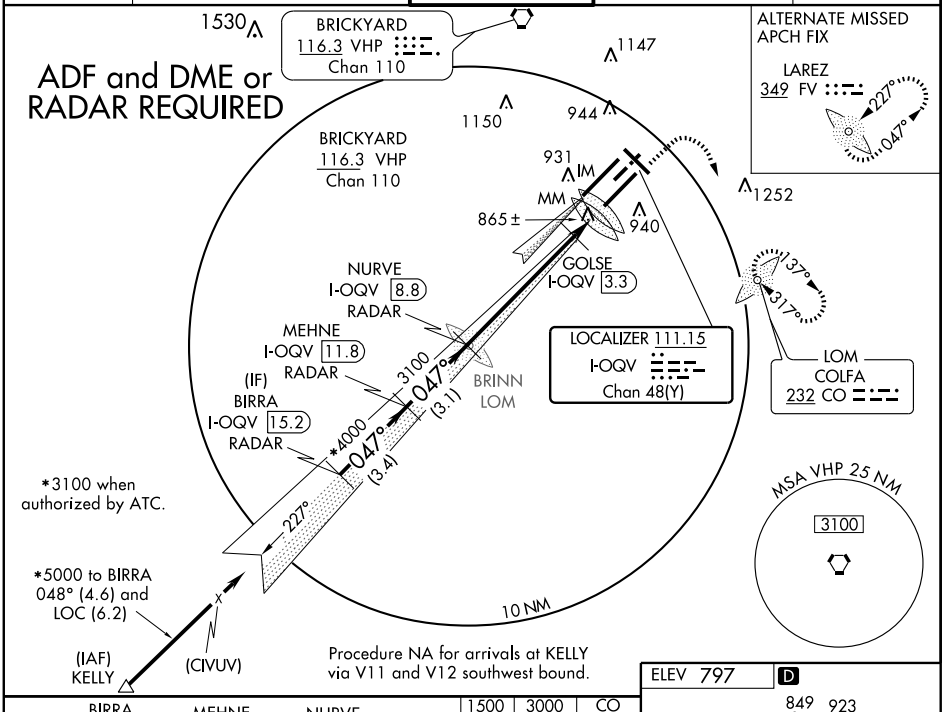
INDIANAPOLIS INTL (IND)

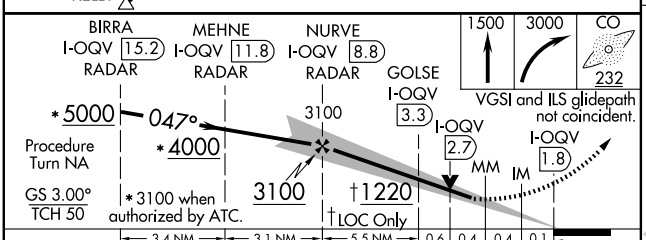
Simultaneous approach authorized with Rwy 5L.
For inoperative ALSF increase GOLSE Fix Minimums
S-LOC 5R Cat D visibility to RVR 5000. ADF REQUIRED.

ALSF-2

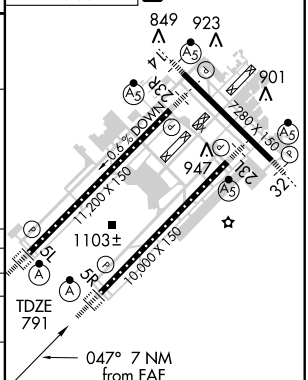
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
S-ILS 5R	991/18 200 (200-½)			
S-LOC 5R	1220/24 429 (500-½)		1220/40 429 (500-¾)	1220/50 429 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)
GOLSE FIX MINIMUMS				
S-LOC 5R	1120/24 329 (400-½)			1120/40 329 (400-¾)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)



HIRL all Rwys
TDZ/CL Rwys 5L and 5R

FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-BJP	APP CRS	Rwy Idg	7280
110.5	137°	TDZE	796
		Apt Elev	797

ILS or LOC RWY 14
INDIANAPOLIS INTL (IND)

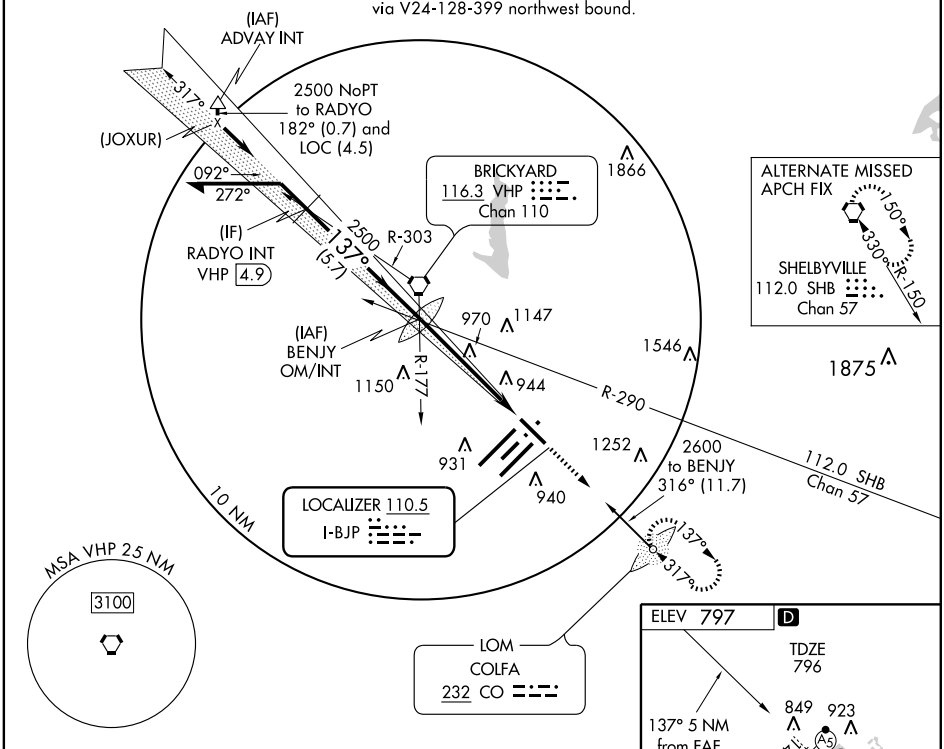
ADF REQUIRED
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

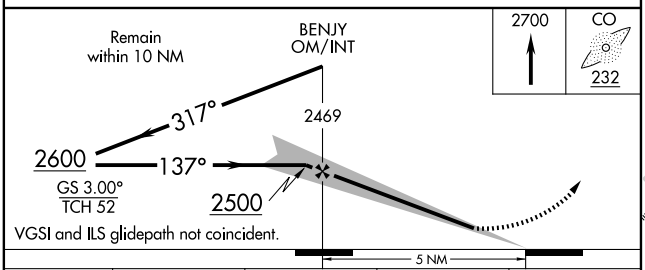
MALSR

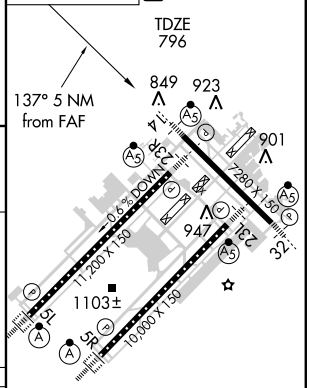
MISSED APPROACH: Climb to 2700 direct CO LOM and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

Procedure NA for arrivals at ADVAY via V24-128-399 northwest bound.







CATEGORY	A	B	C	D
S-ILS 14	* 996/24	200 (200-½)		
S-LOC 14	1220/24 424 (500-½)		1220/40 424 (500-¾)	
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FVJ	APP CRS	Rwy Idg	10000
111.15	227°	TDZE	790
Chan 48 (Y)		Apt Elev	797

ILS or LOC RWY 23L

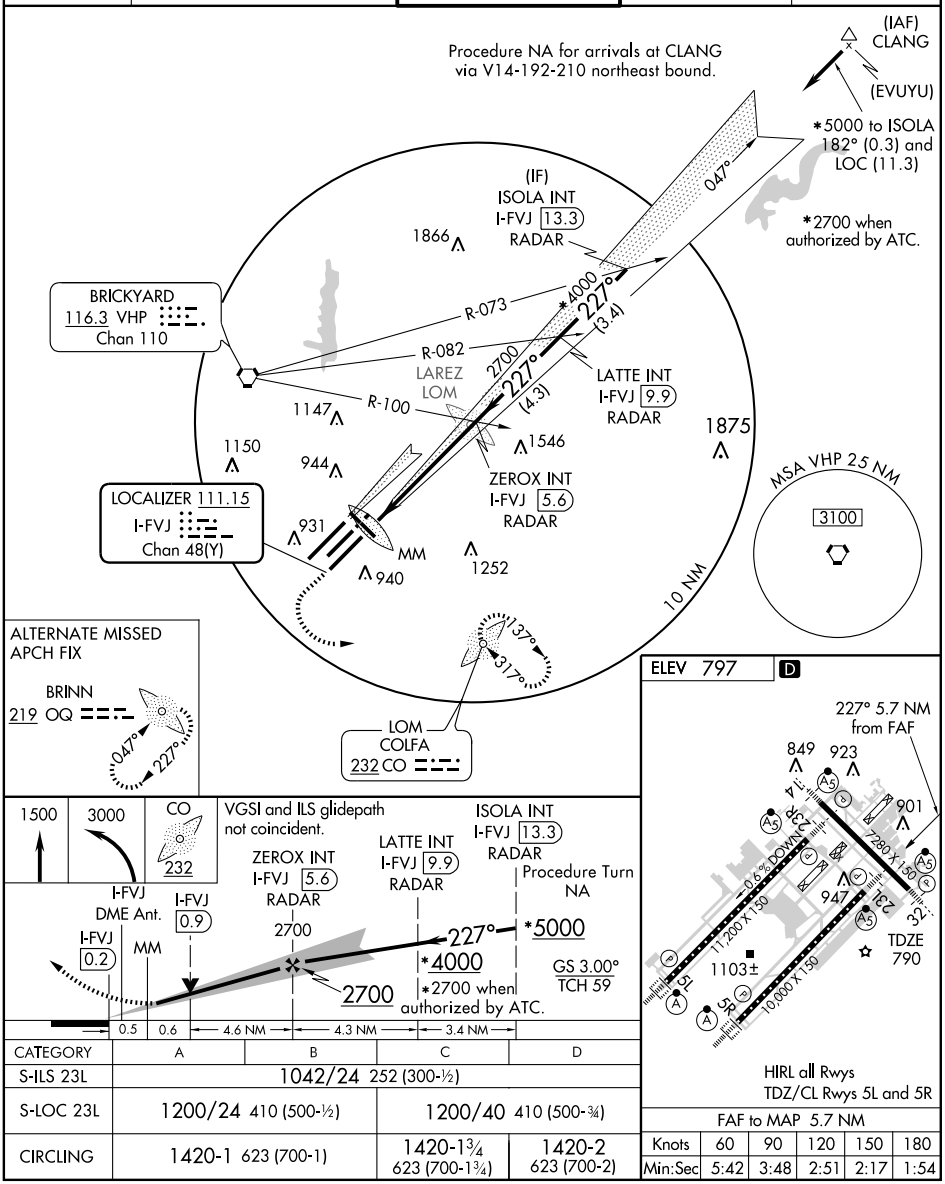
INDIANAPOLIS INTL (IND)

▼ ADF REQUIRED
▲ Simultaneous approach authorized with Rwy 23R.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



CATEGORY	A	B	C	D
S-ILS 23L	1042/24 252 (300-½)			
S-LOC 23L	1200/24 410 (500-½)		1200/40 410 (500-¾)	
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-UZK	APP CRS	Rwy Idg 11200
111.75	227°	TDZE 783
Chan 54 (Y)		Apt Elev 797

ILS or LOC RWY 23R

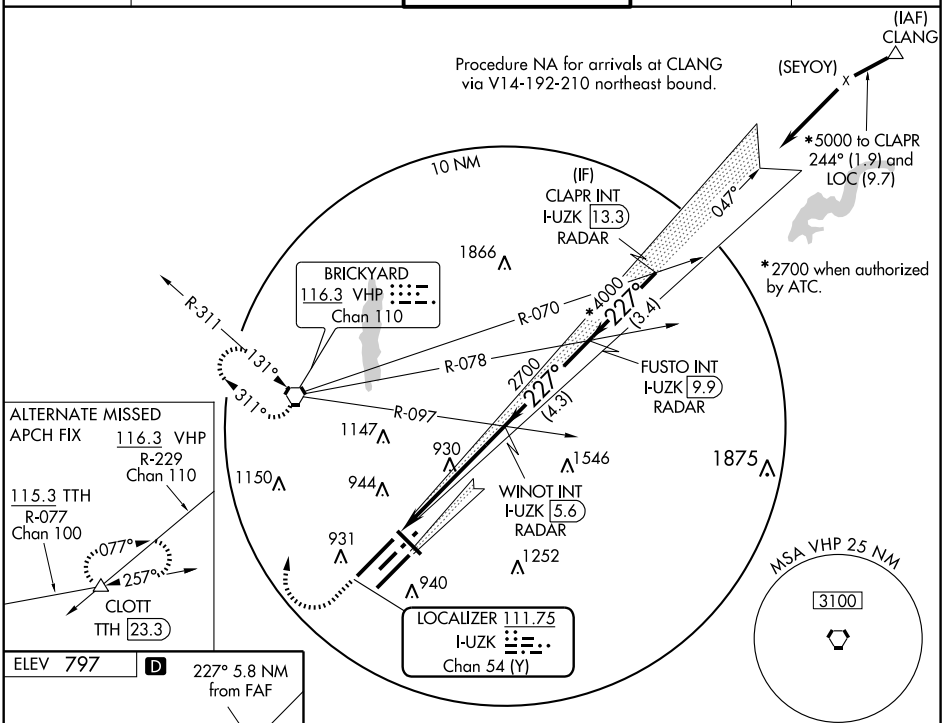
INDIANAPOLIS INTL (IND)

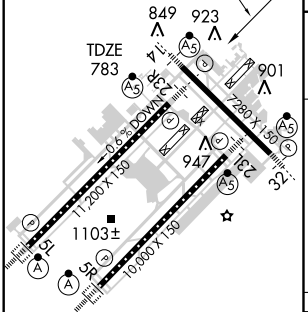
Simultaneous approach authorized with Rwy 23L.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

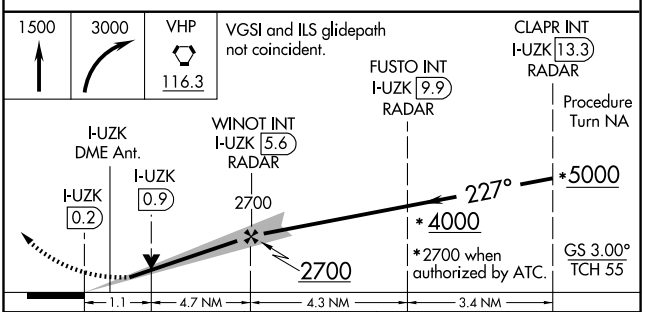
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8







HIRL all Rwys
TDZ/CL Rwys 5L and 5R

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:45	3:50	2:52	2:18	1:55

CATEGORY	A	B	C	D
S-ILS 23R	**983/24 200 (200-½)			
S-LOC 23R	1180/24 397 (400-½)			1180/40 397 (400-¾)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-COA	APP CRS	Rwy Idg	7280
110.5	317°	TDZE	792
		Apt Elev	797

ILS or LOC RWY 32
INDIANAPOLIS INTL (IND)

* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold, continue climb-in-hold to 3000.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

EC-2, 21 OCT 2010 to 18 NOV 2010

ALTERNATE MISSED APCH FIX
ZIONSVILLE
248 HZP
180° 360°

1866
1147
1546
1875
10 NM
1150
944
931
1252
940
928

R-311
131°
311°
2700 to COLFA
137° (12.7)

BRICKYARD
116.3 VHP
Chan 110

LOM/IAF
COLFA
232 CO
COLFA INT

SHELBYVILLE
112.0 SHB
Chan 57

LOCALIZER 110.5
I-COA

R-274
2700
274°
(16.8)

317°
092°
272°

MSA VHP 25 NM
3100

2700
033°
(10.2)
ROSES

2700 NoPT
317° (7.4)
(IAF)
OZMOE
137°

ELEV 797 D

849 923 901 947 1103±
TDZE 792
0.6% DOWN
7280 X 150
11,200 X 150
10,000 X 150
317° 5.5 NM from FAF

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

1500	3000	VHP
		116.3

COLFA LOM/INT
Remain within 10 NM
137°
2605
317°
2700
2700
GS 3.00°
TCH 53
VGSI and ILS glidepath not coincident.
5.5 NM

CATEGORY	A	B	C	D
S-ILS 32	* 992/24 200 (200-½)			
S-LOC 32	1240/24 448 (500-½)		1240/40 448 (500-¾)	1240/50 448 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

LOC/DME I-IND	APP CRS	Rwy Idg 11200
111.75	047°	TDZE 748
Chan 54 (Y)		Apt Elev 797

ILS RWY 5L (CAT II)
INDIANAPOLIS INTL (IND)

Simultaneous approach authorized with Rwy 5R.

ALSF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

ALTERNATE MISSED APCH FIX
116.3 VHP
R-229
Chan 110
077°
257°
115.3 TTH
R-077
Chan 100
CLOTT
TTH 23.3

R-311 131° 311°
BRICKYARD
116.3 VHP
Chan 110

1147
1546
1150
944
LOCALIZER 111.75
I-IND
Chan 54(Y)
IM
931
MM
960
940
1252

CENEK
I-IND 8.8
RADAR
JODEL
I-IND 12
RADAR
(IF)
MERLO
I-IND 15.4
RADAR
3000
047°
(3.2)
*4000
047°
(3.4)
PULLY
LOM

DME or RADAR REQUIRED

MSA VHP 25 NM
3100

* 3000 when authorized by ATC.

227°
10 NM

* 5000 to MERLO 030° (2.3) and LOC (8.3)
(OYINU)
(IAF)
KELLY

Procedure NA for arrivals at KELLY via V11 southwest bound and V12 west bound.

ELEV 797 D

849 923 901
TDZE 748
11,200 X 150
0.5% DOWN
7280 X 150
10,000 X 150
1103±
947
23R
23
5R
5L

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

MERLO
I-IND 15.4
RADAR
JODEL
I-IND 12
RADAR
CENEK
I-IND 8.8
RADAR
VGSI and ILS glidepath not coincident.
1700 3000 VHP 116.3
*5000
047°
3000
MM
DH
RA 118
IM
748 MSL
*4000
GS 3.00°
TCH 55
3000
*3000 when authorized by ATC.
3.4 NM 3.2 NM 6.3 NM 2048' 1051' 990'

CATEGORY	A	B	C	D
S-ILS 5L	848/12 100 RA 118			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-IND	APP CRS	Rwy Idg 11200
111.75	047°	TDZE 748
Chan 54 (Y)		Apt Elev 797

ILS RWY 5L (CAT III)
INDIANAPOLIS INTL (IND)

Simultaneous approach authorized with Rwy 5R.

ALSF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

ALTERNATE MISSED APCH FIX
116.3 VHP
R-229
Chan 110
077°
257°
115.3 TTH
R-077
Chan 100
CLOTT
TTH 23.3

R-311 131° 311°
BRICKYARD
116.3 VHP
Chan 110

1147
1150
944
1546
LOCALIZER 111.75
I-IND
Chan 54(Y)
1252
IM
931
MM
960
940

CENEK
I-IND 8.8
RADAR
JODEL
I-IND 12
RADAR
(IF)
MERLO
I-IND 15.4
RADAR
3000
047°
(3.2)
*4000
047°
(3.4)
PULLY
LOM

DME or RADAR REQUIRED

MSA VHP 25 NM
3100

*3000 when authorized by ATC.

227°
10 NM

*5000 to MERLO
030° (2.3) and
LOC (8.3)
X (OYINU)
(IAF)
KELLY

Procedure NA for arrivals at KELLY via V11 southwest bound and V12 west bound.

ELEV 797 D

849 923 901
2R 2L 4
7280 X 150
-0.6% DOWN
947
13L 31R
11,200 X 150
TDZE 748
1103±
10,000 X 150

MERLO
I-IND 15.4
RADAR
JODEL
I-IND 12
RADAR
CENEK
I-IND 8.8
RADAR
VGSI and ILS glidepath not coincident.
1700 3000 VHP 116.3
*5000
GS 3.00°
TCH 55
047°
*4000
3000
047°
3000
MM
956
IM
848
748 MSL
*3000 when authorized by ATC.
3.4 NM 3.2 NM 6.3 NM 2049' 1050' 990'

CATEGORY	A	B	C	D
S-ILS 5L	CAT IIIA RVR 07			
S-ILS 5L	CAT IIIB RVR 06			
S-ILS 5L	CAT IIIC NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OQV	APP CRS	Rwy Idg 10000
111.15	047°	TDZE 791
Chan 48 (Y)		Apt Elev 797

ILS RWY 5R (CAT II)

INDIANAPOLIS INTL (IND)

Simultaneous approach authorized with Rwy 5L.
ADF REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

ADF and DME or RADAR REQUIRED

BRICKYARD 116.3 VHP Chan 110

ALTERNATE MISSED APCH FIX
LAREZ 349 FV 227° 047°

1530 1147 1150 944 931 IM MM 865± 940 1252

NURVE I-OQV 8.8 RADAR
MEHNE I-OQV 11.8 RADAR
(IF) BIRRA I-OQV 15.2 RADAR
GOLSE I-OQV 3.3

3100 047° (3.1) BRINN LOM
*4000 047° (3.4)

LOCALIZER 111.15 I-OQV Chan 48(Y)

137° 317° LOM COLFA 232 CO

MSA VHP 25 NM 3100

*3100 when authorized by ATC.

*5000 to BIRRA 048° (4.6) and LOC (6.2)

227°

10 NM

(IAF) KELLY (CIVUV)

Procedure NA for arrivals at KELLY via V11 and V12 southwest bound.

ELEV 797 D

849 923 901 947 1103± 11,200 X 150 7280 X 150 10,000 X 150 0.6% DOWN 7R 25L 7L 25R 5L 5R TDZE 791

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

BIRRA I-OQV 15.2 RADAR
MEHNE I-OQV 11.8 RADAR
NURVE I-OQV 8.8 RADAR
Procedure Turn NA
* 5000 047°
*4000 3100 047°
3100
MM
DH
IM
GS 3.00°
TCH 50
*3100 when authorized by ATC.
RA 131
791 MSL

1500 3000 CO 232
VGSI and ILS glidepath not coincident.

3.4 NM 3.1 NM 6.5 NM 1805′ 990′ 1032′

CATEGORY	A	B	C	D
S-ILS 5R	891/12 100 RA 131			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OQV	APP CRS	Rwy Idg	10000
111.15	047°	TDZE	791
Chan 48 (Y)		Apt Elev	797

ILS RWY 5R (CAT III)

INDIANAPOLIS INTL (IND)

Simultaneous approach authorized with Rwy 5L.
ADF REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

ADF and DME or RADAR REQUIRED

BRICKYARD 116.3 VHP Chan 110

ALTERNATE MISSED APCH FIX
LAREZ 349 FV 227° 047°

1530 1147 1150 944 931 IM MM 865± 940 1252

NURVE I-OQV 8.8 RADAR
MEHNE I-OQV 11.8 RADAR
(IF) BIRRA I-OQV 15.2 RADAR
GOLSE I-OQV 3.3
BRINN LOM
3100 047° (3.11)
*4000 047° (3.4)
227°

LOCALIZER 111.15 I-OQV Chan 48(Y)

137° 317°
LOM COLFA 232 CO

MSA VHP 25 NM 3100

*3100 when authorized by ATC.

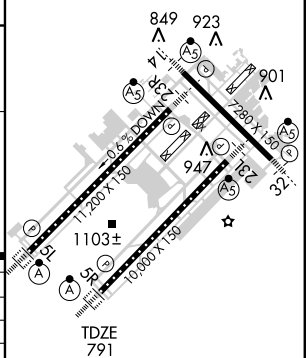
*5000 to BIRRA 048° (4.6) and LOC (6.2)

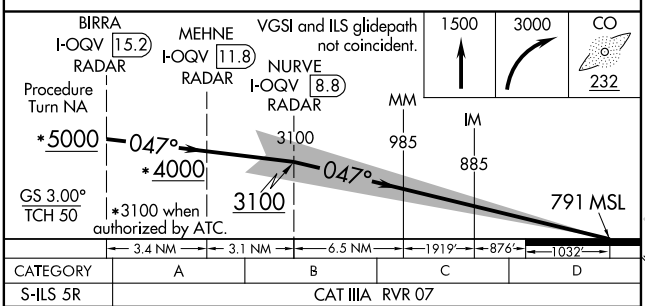
(IAF) KELLY (CIVUV)

10 NM

Procedure NA for arrivals at KELLY via V11 and V12 southwest bound.

ELEV 797 D





CATEGORY	A	B	C	D
S-ILS 5R	CAT IIIA RVR 07			
S-ILS 5R	CAT IIIB RVR 06			
S-ILS 5R	CAT IIIC NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

INDY THREE DEPARTURE

EC-2, 21 OCT 2010 to 18 NOV 2010

ATIS 134.25
CLNC DEL
128.75 257.8
GND CON
121.9 257.8
INDY TOWER
120.9 257.8
INDIANAPOLIS DEP CON
119.05 317.8 (WEST)
124.95 317.8 (EAST)

BOILER
115.1 BVT
Chan 98
N40°33.37′ - W87°04.16′
L-27, H-5-10

MARION
108.6 MZZ
Chan 23
N40°29.60′ - W85°40.76′
L-27

ROSEWOOD
117.5 ROD
Chan 122
N40°17.27′ - W84°02.59′
L-27, H-10

MUNCIE
114.4 MIE
Chan 91
N40°14.24′ - W85°23.64′
L-27

CHAMPAIGN
110.0 CMI
Chan 37
N40°02.07′ - W88°16.56′
L-27

KOKOMO
113.5 OKK
Chan 82
N40°31.67′ - W86°03.48′
L-27, H-5-10

DAYTON
114.5 DQN
Chan 92
N40°00.99′ - W84°23.81′
L-27, H-10

LOCALIZER
111.75 I-UZK
Chan 54(Y)

RICHMOND
110.6 RID
Chan 43
N39°45.30′ - W84°50.33′
L-27, H-10

BRICKYARD
116.3 VHP
Chan 110
N39°48.88′ - W86°22.05′
L-27, H-5-10

047°
070°
I-OQV
0.3
1200

I-UZK
2.6
1200

227°
242°
227°
212°
210°

I-FVJ
2.3
1200

R-3401B
R-3401A

LOCALIZER
111.15 I-OQV
Chan 48(Y)

TERRE HAUTE
115.3 TTH
Chan 100
N39°29.34′ - W87°14.94′
L-27, H-5

R-3403B
R-3403A

LOCALIZER
111.15 I-FVJ
Chan 48(Y)

HOOSIER
110.2 OOM
Chan 39
N39°08.63′ - W86°36.78′
L-27

SHELBYVILLE
112.0 SHB
Chan 57
N39°37.95′ - W85°49.46′
L-27, H-5-10

CINCINNATI
117.3 CVG
Chan 120
N39°00.96′ - W84°42.20′
L-26-27, H-10

POCKET CITY
113.3 PXV
Chan 80
N37°55.70′ - W87°45.74′
L-16, H-5

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwys 5L, 14, 32: Standard.
Rwy 5R: ATC climb of 878′ per NM to 1200.
Rwy 23R: ATC climb of 783′ per NM to 1200.
Rwy 23L, ATC climb of 839′ per NM to 1200.

NOTE: RADAR Required.
NOTE: TURBOJETS ONLY.
NOTE: Select appropriate localizer/DME frequency/ channel prior to departure.

DEPARTURE ROUTE DESCRIPTION

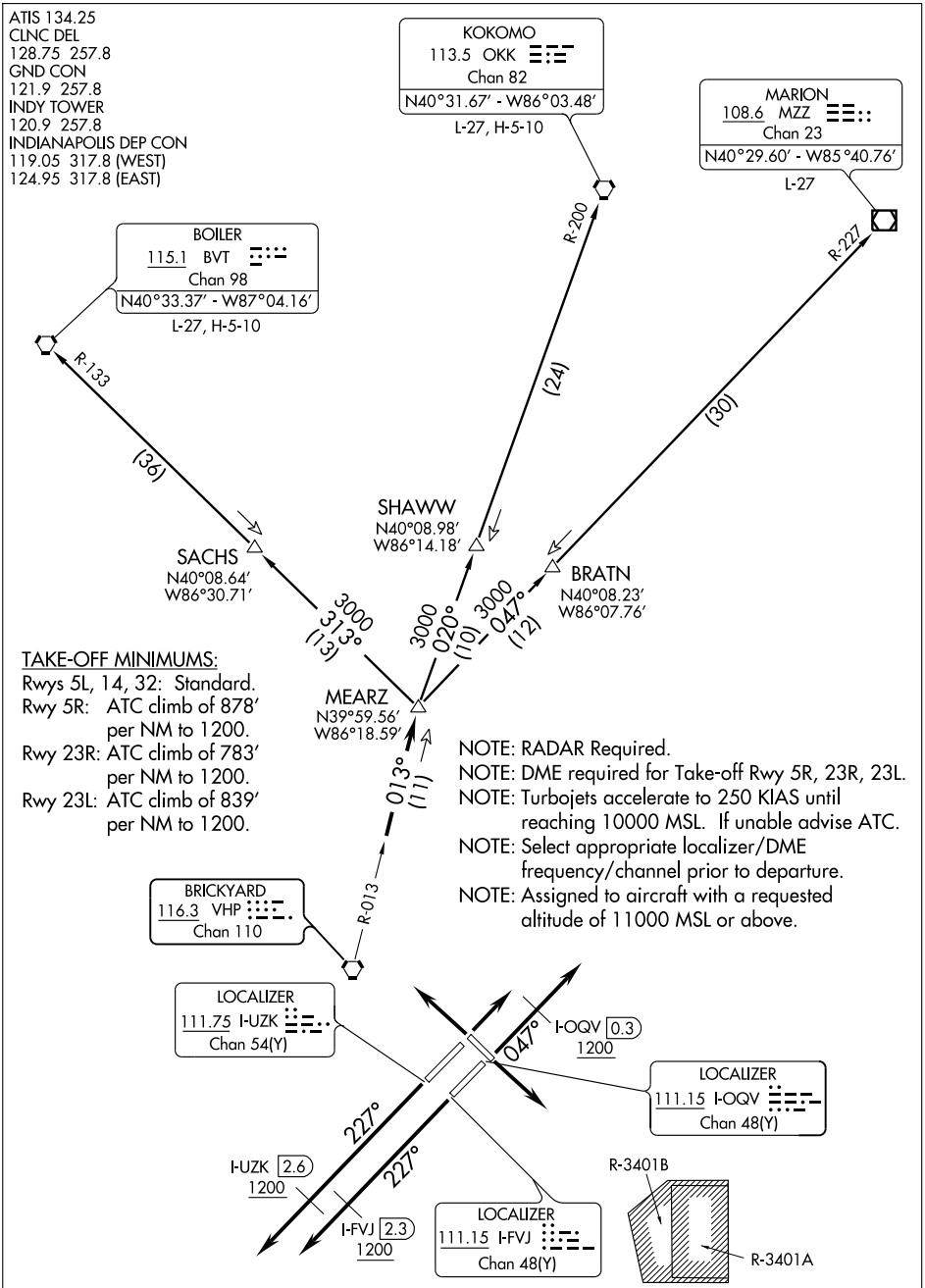
TAKE-OFF RWY 23R: Climb on runway heading 227° until I-UZK 2.6 DME and 1200 feet or above, then fly assigned heading 227° or 212°. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 23L: Climb on runway heading 227° until I-FVJ 2.3 DME and 1200 feet or above, then fly assigned heading 210° , 227° , or 242°. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 5R: Climb on runway heading 047° until I-OQV 0.3 DME and 1200 feet or above, then fly assigned heading 047° or 070°. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL OTHER RUNWAYS: Climb on runway heading or as assigned. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

MEARZ ONE DEPARTURE



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

EC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5R (TURBOJETS ONLY): Climb heading 047° until I-OQV 0.3 DME and 1200 MSL or above, then fly assigned heading. Maintain 5000. Thence....
TAKE-OFF RWY 23R (TURBOJETS ONLY): Climb heading 227° until I-UZK 2.6 DME and 1200 MSL or above, then fly assigned heading. Maintain 5000. Thence....
TAKE-OFF RWY 23L (TURBOJETS ONLY): Climb heading 227° until I-FVJ 2.3 DME and 1200 MSL or above, then fly assigned heading. Maintain 5000. Thence....
TAKE-OFF ALL OTHER RUNWAYS (TURBOJETS ONLY): Climb on assigned heading. Maintain 5000. Thence....
TAKE-OFF ALL OTHER RUNWAYS (PROPELLER ONLY): Climb on assigned heading. Maintain 3000. Thence....

....Expect radar vectors to intercept VHP R-013 to MEARZ INT. Then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ1.BVT): From over MEARZ INT via BVT R-133 to BVT VORTAC.
KOKOMO TRANSITION (MEARZ1.OKK): From over MEARZ INT via OKK R-200 to OKK VORTAC.
MARION TRANSITION (MEARZ1.MZZ): From over MEARZ INT via MZZ R-227 to MZZ VOR/DME.

TAKE-OFF OBSTACLE NOTES:

RWY 5R: Tower 3756' from DER, 1048' left of centerline, 111' AGL/901' MSL.
Rod on OL dome 3765' from DER, 1076' left of centerline, 107' AGL/901' MSL.

RWY 5L: Rod on OL MCWV tower 5052' from DER, 140' right of centerline, 129' AGL/923' MSL.
Tower 5073' from DER, 93' right of centerline, 128' AGL/923' MSL.

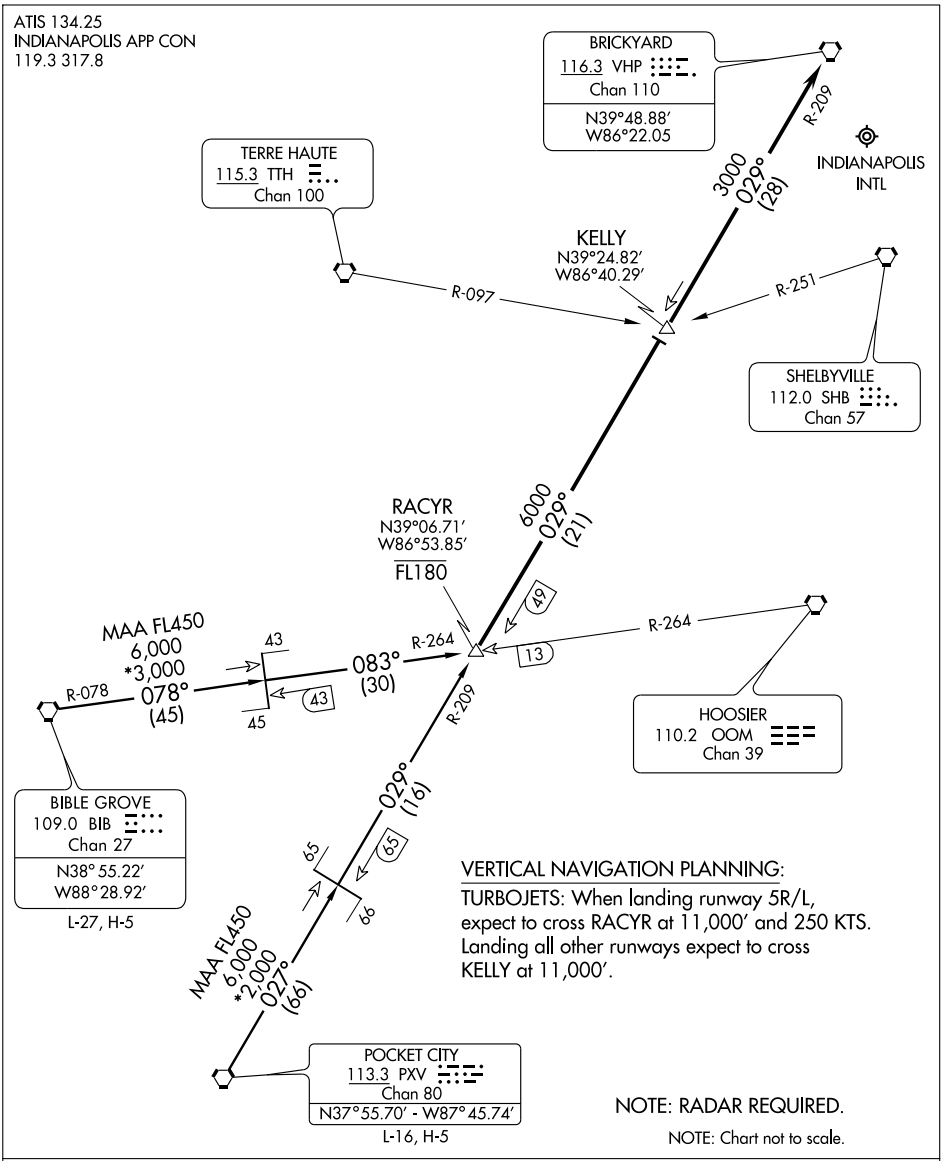
RWY 23R: Tree 5159' from DER, 1144' right of centerline, 101' AGL/870' MSL.
Tree 3295' from DER, 948' right of centerline, 78' AGL/822' MSL.

RWY 32: Antenna 2370' from DER, 755' right of centerline, 70' AGL/849' MSL.
Tree 2244' from DER, 707' right of centerline, 66' AGL/845' MSL.

EC-2, 21 OCT 2010 to 18 NOV 2010

RACYR ONE ARRIVAL

INDIANAPOLIS, INDIANA



BIBLE GROVE TRANSITION (BIB.RACYR1): From over BIB VORTAC via BIB R-078/ OOM R-264 to RACYR INT. Thence....

POCKET CITY TRANSITION (PXV.RACYR1): From over PXV VORTAC via PXV R-027/ VHP R-209 to RACYR INT. Thence....

....From over RACYR INT, via VHP R-209 (MEA 6000) to KELLY INT, thence via VHP R-209 (MEA 3000) to VHP VORTAC. Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11200
CH 45706	046°	TDZE	748
W05A		Apt Elev	797

RNAV (GPS) Y RWY 5L

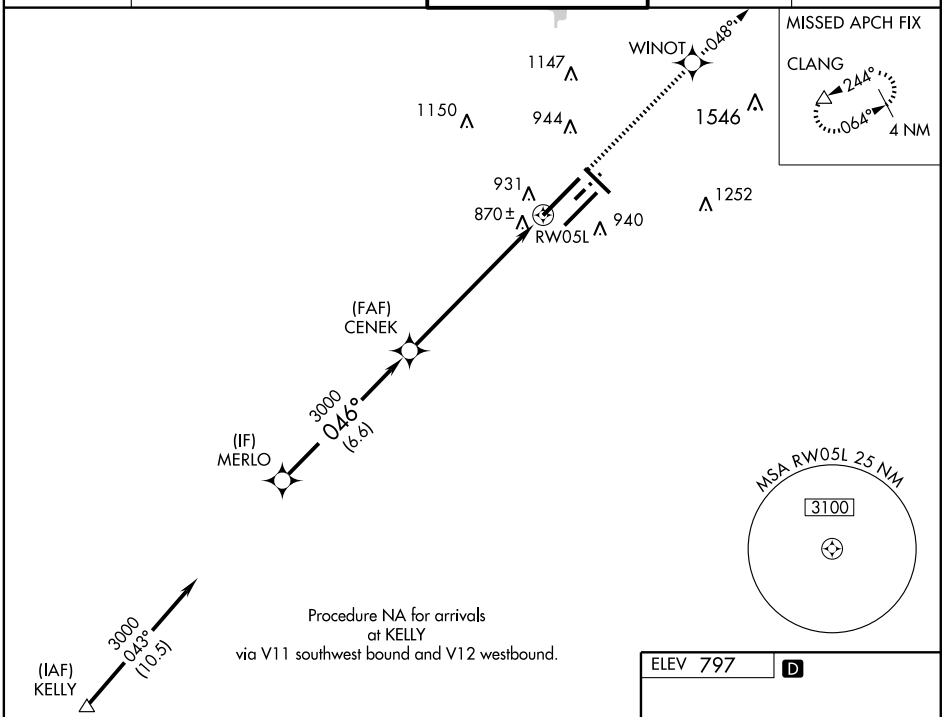
INDIANAPOLIS INTL (IND)

For inoperative ALSF, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

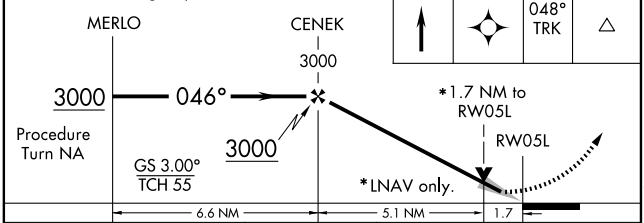
ALSF-2

MISSED APPROACH: Climb to 2900 direct WINOT and via 048° track to CLANG and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



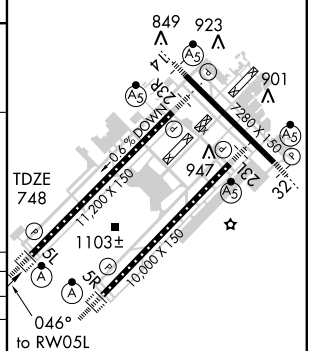
VGSI and RNAV glidepath not coincident.



2900	WINOT	048° TRK	CLANG

CATEGORY	A	B	C	D
LPV DA	1104/40 356 (400-¾)			
LNAV/VNAV DA	1283-1½ 535 (500-1½)			
LNAV MDA	1360/24 612 (600-½)		1360/60 612 (600-1¼)	1360-1½ 612 (600-1½)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

ELEV 797 D



HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10000
CH 50306	046°	TDZE	791
W05B		Apt Elev	797

RNAV (GPS) Y RWY 5R

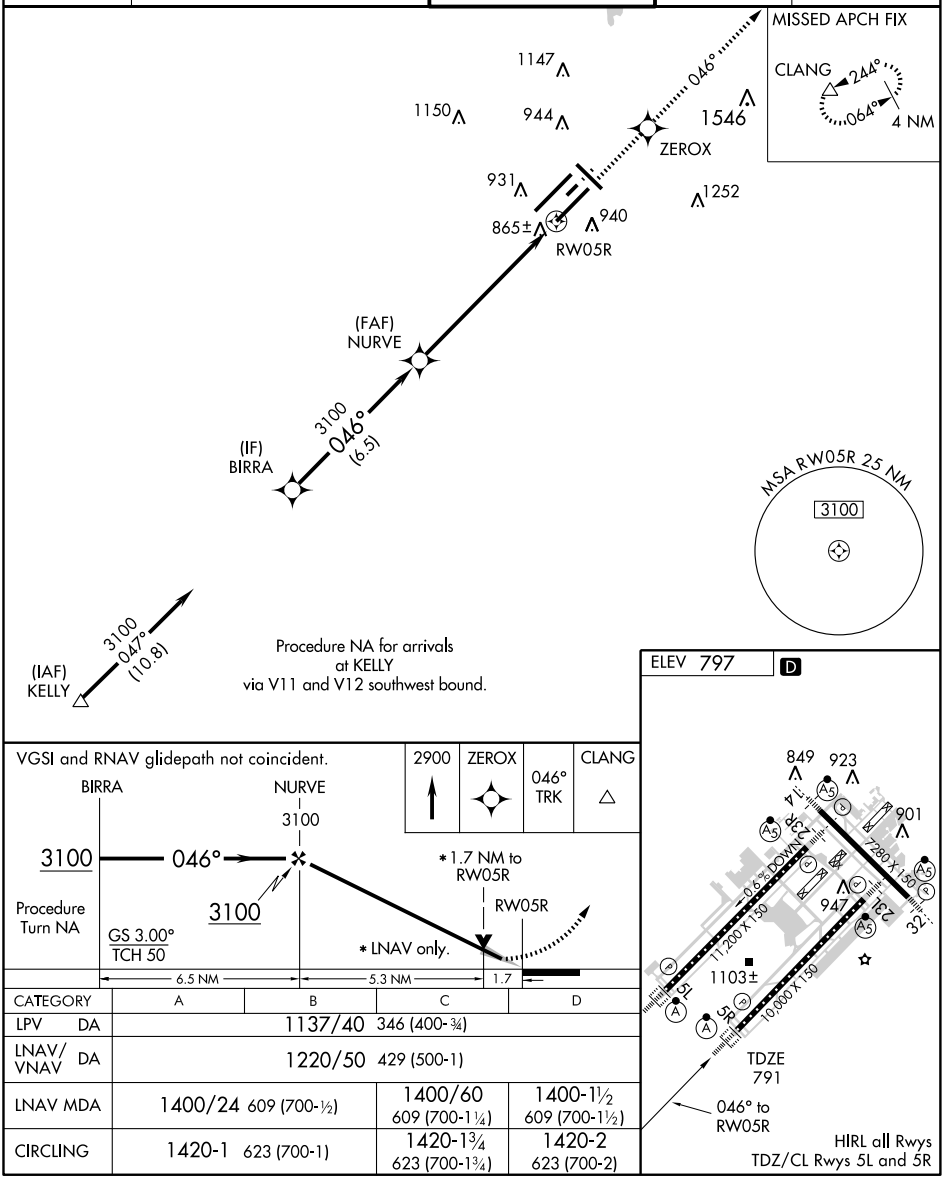
INDIANAPOLIS INTL (IND)

For inoperative ALSF, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 2900 direct ZEROX and via 046° track to CLANG and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



CATEGORY	A	B	C	D
LPV DA	1137/40 346 (400-¾)			
LNAV/VNAV DA	1220/50 429 (500-1)			
LNAV MDA	1400/24 609 (700-½)		1400/60 609 (700-1¼)	1400-1½ 609 (700-1½)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7280
CH 42602	137°	TDZE	796
W14A		Apt Elev	797

RNAV (GPS) Y RWY 14

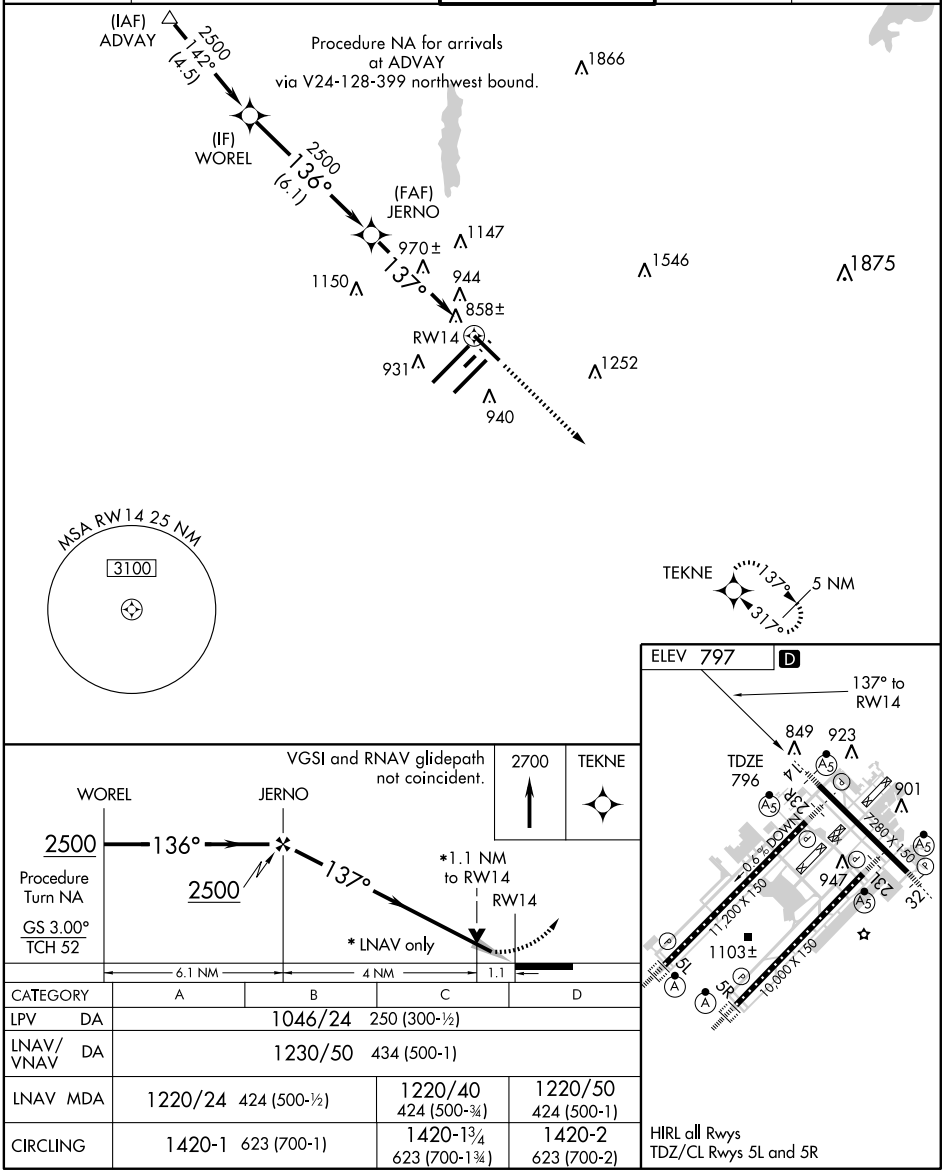
INDIANAPOLIS INTL (IND)

For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2700 direct TEKNE and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



CATEGORY	A	B	C	D
LPV DA	1046/24 250 (300-½)			
LNAV/VNAV DA	1230/50 434 (500-1)			
LNAV MDA	1220/24 424 (500-½)		1220/40 424 (500-¾)	1220/50 424 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10000
CH 86406	227°	TDZE	790
W23A		Apt Elev	797

RNAV (GPS) Y RWY 23L

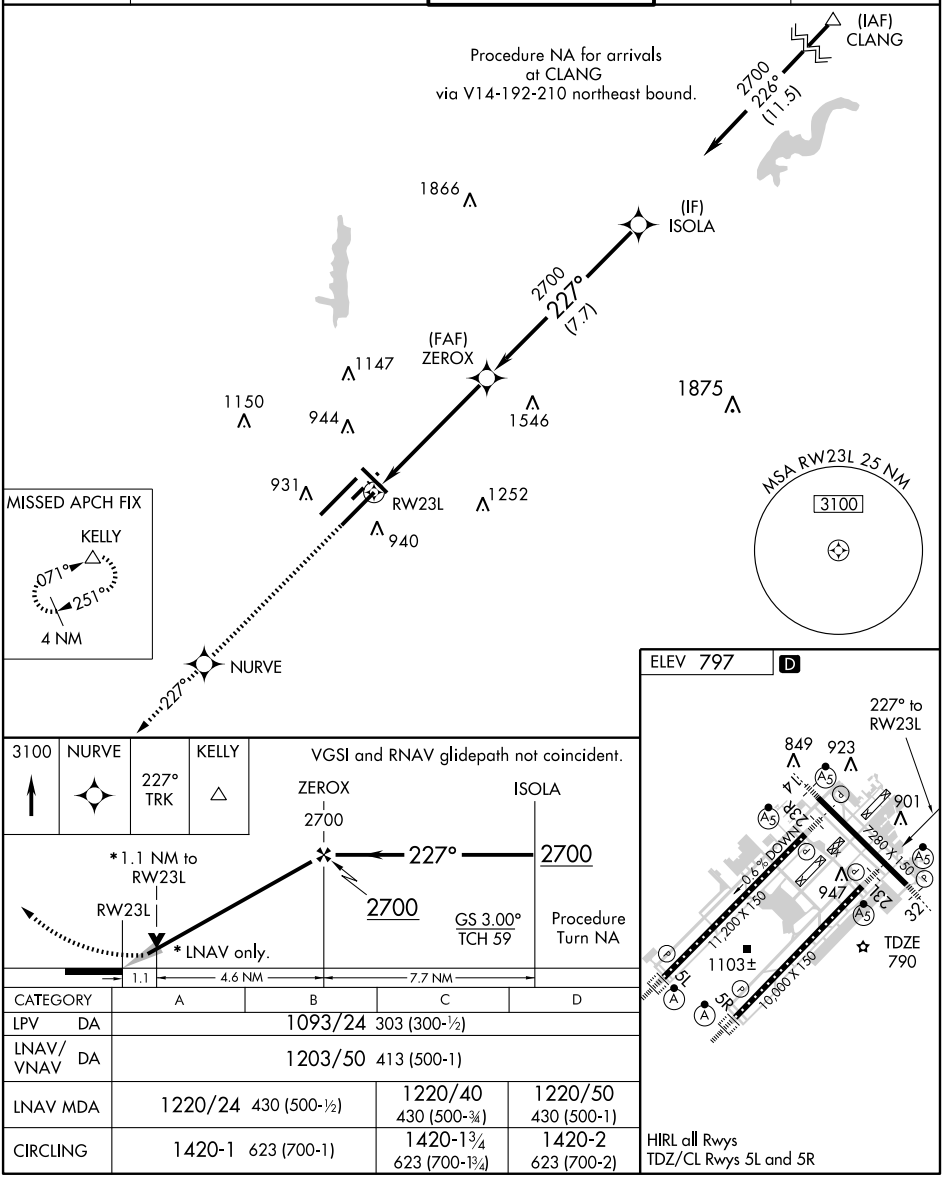
INDIANAPOLIS INTL (IND)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR (A5)

MISSED APPROACH: Climb to 3100 direct NURVE and via 227° track to KELLY and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



CATEGORY	A	B	C	D
LPV DA	1093/24 303 (300-½)			
LNAV/VNAV DA	1203/50 413 (500-1)			
LNAV MDA	1220/24 430 (500-½)		1220/40 430 (500-¾)	1220/50 430 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 11200
CH 77706	227°	TDZE 783
W23B		Apt Elev 797

RNAV (GPS) Y RWY 23R

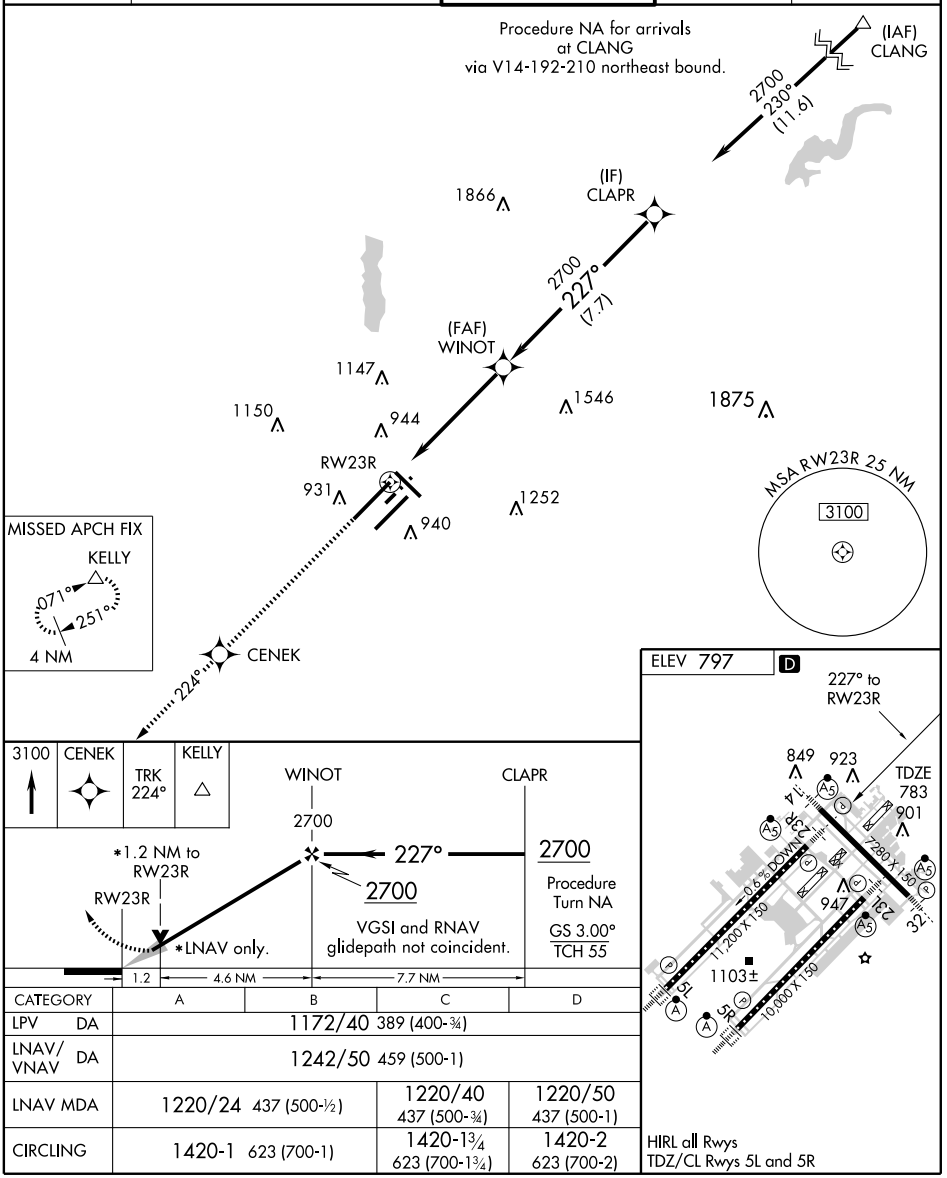
INDIANAPOLIS INTL (IND)

For inoperative MALSR, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3100 direct CENEK and via 224° track to KELLY and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



CATEGORY	A	B	C	D
LPV DA	1172/40 389 (400-¾)			
LNAV/VNAV DA	1242/50 459 (500-1)			
LNAV MDA	1220/24 437 (500-½)		1220/40 437 (500-¾)	1220/50 437 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7280
CH 62802	317°	TDZE	792
W32A		Apt Elev	797

RNAV (GPS) Y RWY 32

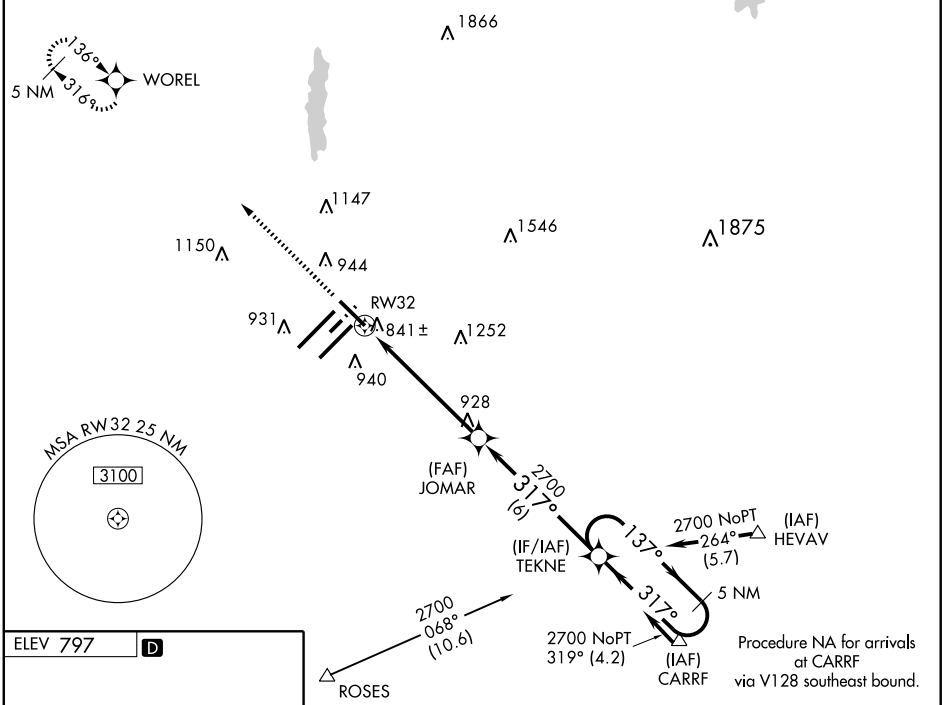
INDIANAPOLIS INTL (IND)

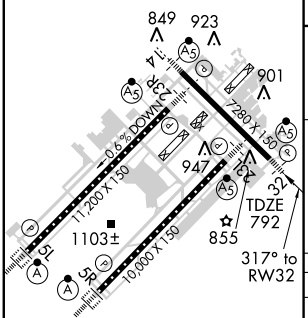
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

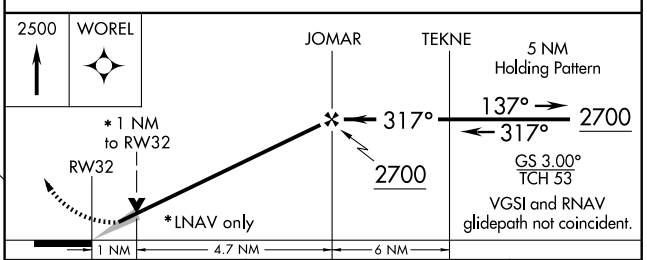
MALSR

MISSED APPROACH: Climb to 2500 direct WOREL and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8







CATEGORY	A	B	C	D
LPV DA	1042/24 250 (300-½)			
LNAV/VNAV DA	1275/60 483 (500-1¼)			
LNAV MDA	1180/24 388 (400-½)			1180/50 388 (400-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	11200
046°	TDZE	748
	Apt Elev	797

RNAV (RNP) Z RWY 5L

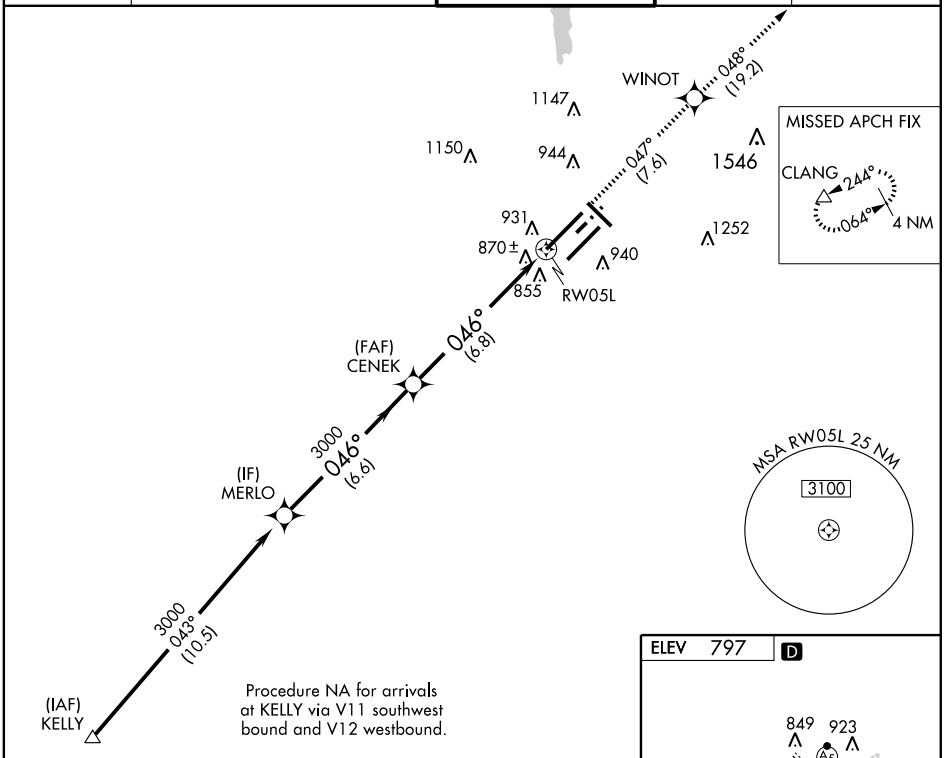
INDIANAPOLIS INTL (IND)

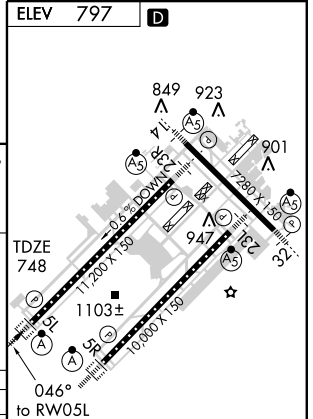
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.15 visibility to RVR 6000, and RNP 0.30 visibility to 1¾ mile.

ALSF-2

MISSED APPROACH: Climb to 2900 via 047° track to WINOT and 048° track to CLANG and hold.

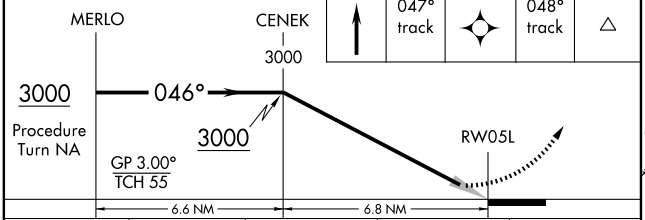
ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





VGSI and RNAV glidepath not coincident.

2900	047° track	WINOT	048° track	CLANG



CATEGORY	A	B	C	D
RNP 0.15 DA	1139/50 391 (400-1)			
RNP 0.30 DA	1215/60 467 (500-1¼)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10000
046°	TDZE	791
	Apt Elev	797

RNAV (RNP) Z RWY 5R

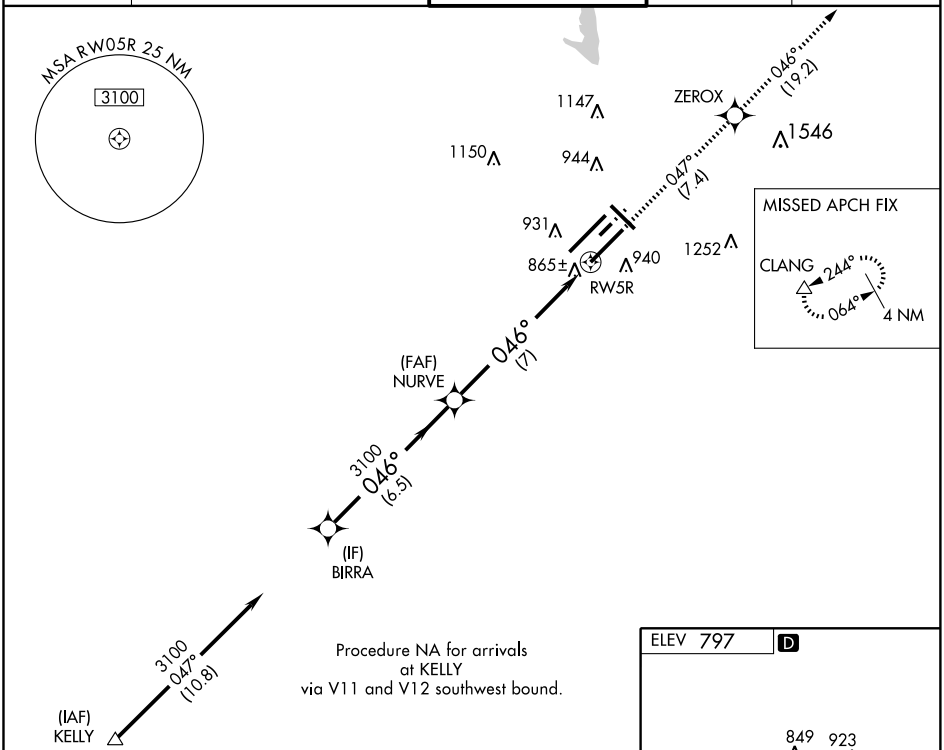
INDIANAPOLIS INTL (IND)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.30 and RNP 0.19 visibility to 1½ mile. Visibility reduction by helicopters NA.

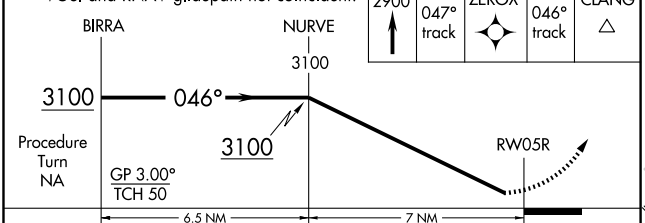
ALSF-2

MISSED APPROACH: Climb to 2900 via 047° track to ZEROX and 046° track to CLANG and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



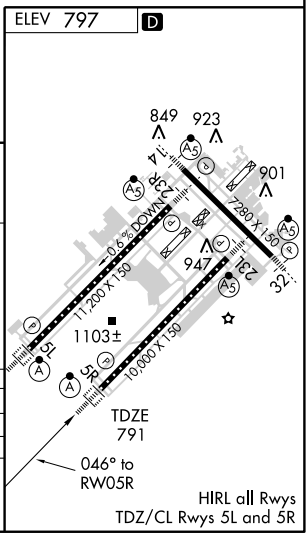
VGSI and RNAV glidepath not coincident.



2900	047° track	ZEROX	046° track	CLANG
↑		◇		△

CATEGORY	A	B	C	D
RNP 0.19 DA	1190/50	399 (400-1)		
RNP 0.30 DA	1219/50	428 (500-1)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7280
137°	TDZE	796
	Apt Elev	797

RNAV (RNP) Z RWY 14

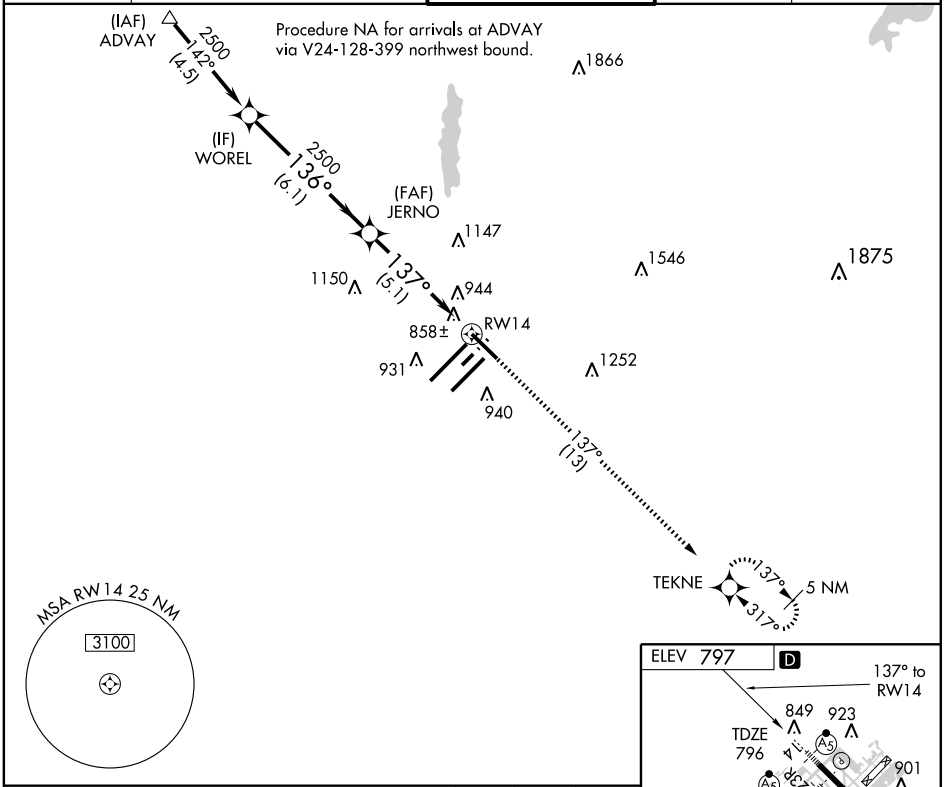
INDIANAPOLIS INTL (IND)

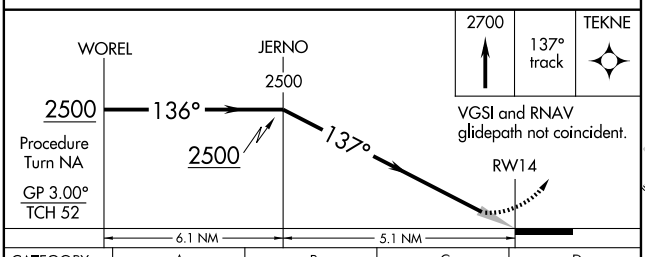
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.22 visibility to RVR 5000 and RNP 0.30 visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2700 via 137° track to TEKNE and hold.

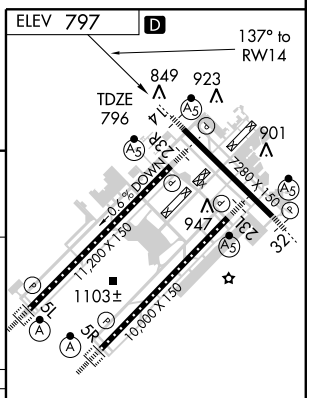
ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
RNP 0.22 DA	1093/24	297 (300-½)		
RNP 0.30 DA	1172/40	376 (400-¾)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10000
227°	TDZE	790
	Apt Elev	797

RNAV (RNP) Z RWY 23L

INDIANAPOLIS INTL (IND)

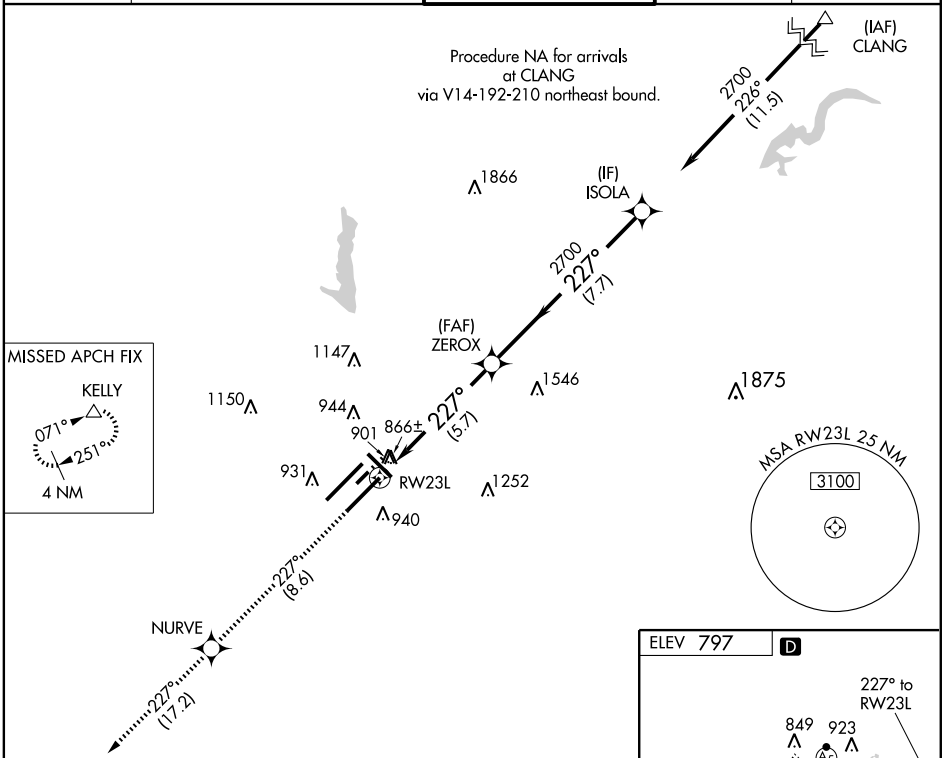
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.30 and RNP 0.25 all Cats visibility to RVR 6000. Visibility reduction by helicopters NA.

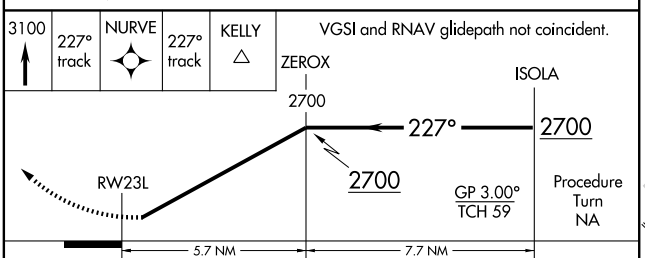
NA

MALSR

MISSED APPROACH: Climb to 3100 via 227° track to NURVE and 227° track to KELLY and hold.

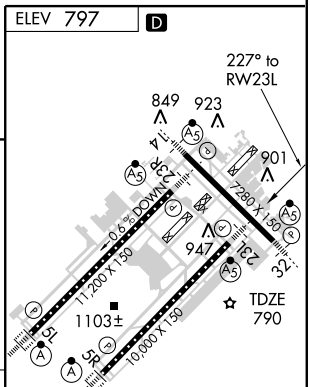
ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
RNP 0.25 DA		1168/40	378 (400-¾)	
RNP 0.30 DA		1182/50	392 (400-1)	

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	11200
227°	TDZE	783
	Apt Elev	797

RNAV (RNP) Z RWY 23R

INDIANAPOLIS INTL (IND)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.30 visibility to 1½ mile.

MALSR

MISSED APPROACH: Climb to 3100 via 227° track to CENEK and via 224° track to KELLY and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

Procedure NA for arrivals at CLANG via V14-192-210 northeast bound.

(IAF) CLANG

2700 230° (11.6)

(IF) CLAPR

1866

2700 227° (7.7)

(FAF) WINOT

1147 1150 944 1546 1875

227° (5.8)

RW23R 923 931 1252 940

MSA RW23R 25 NM 3100

MISSED APCH FIX KELLY 071° 251° 4 NM

227° (8.7)

CENEK

224° (17.1)

ELEV 797 D

227° to RW23R

849 923 TDZE 783 901 947

RW23R 23 28 32

0.6% DOWN

7280 X 150

11,200 X 150

10,000 X 150

1103±

HIRL all Rwys

TDZ/CL Rwys 5L and 5R

3100	227° track	CENEK	224° track	KELLY

WINOT 2700 227° 2700

CLAPR 2700

Procedure Turn NA

GP 3.00° TCH 55

RW23R

VGSI and RNAV glidepath not coincident.

5.8 NM 7.7 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	1220/50	437 (500-1)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7280
317°	TDZE	792
	Apt Elev	797

RNAV (RNP) Z RWY 32

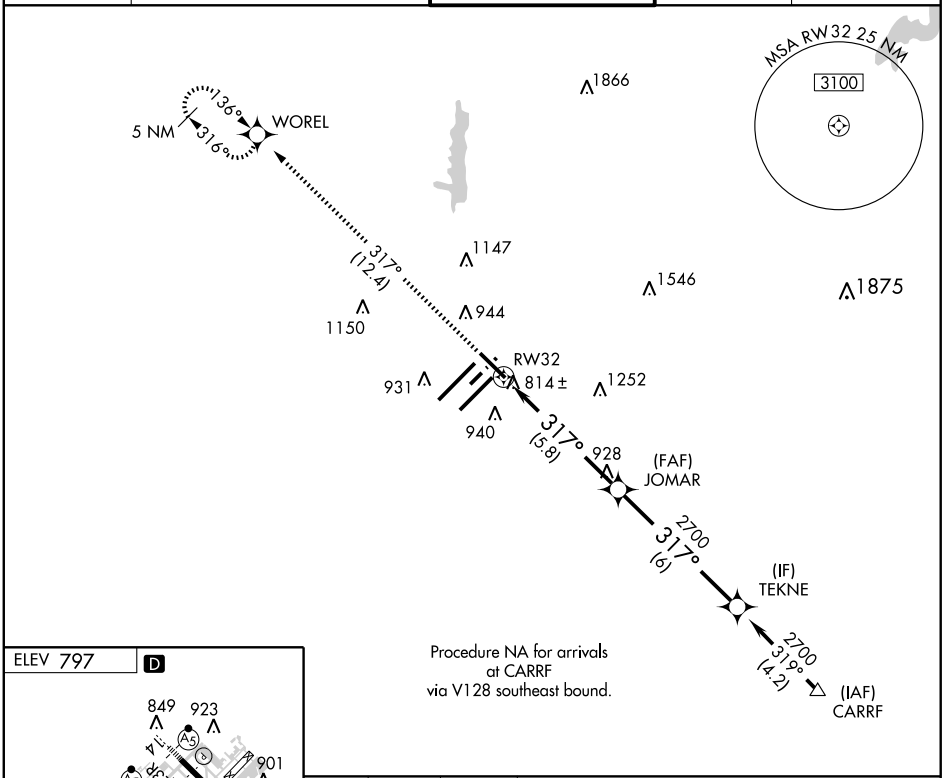
INDIANAPOLIS INTL (IND)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.19 visibility to RVR 5000 and RNP 0.30 visibility to 1½.

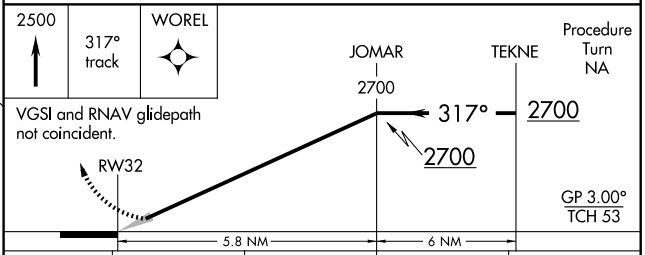
MALSR

MISSED APPROACH: Climb to 2500 via 317° track to WOREL and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8







CATEGORY	A	B	C	D
RNP 0.19 DA	1090/24 298 (300-½)			
RNP 0.30 DA	1186/50 394 (400-1)			

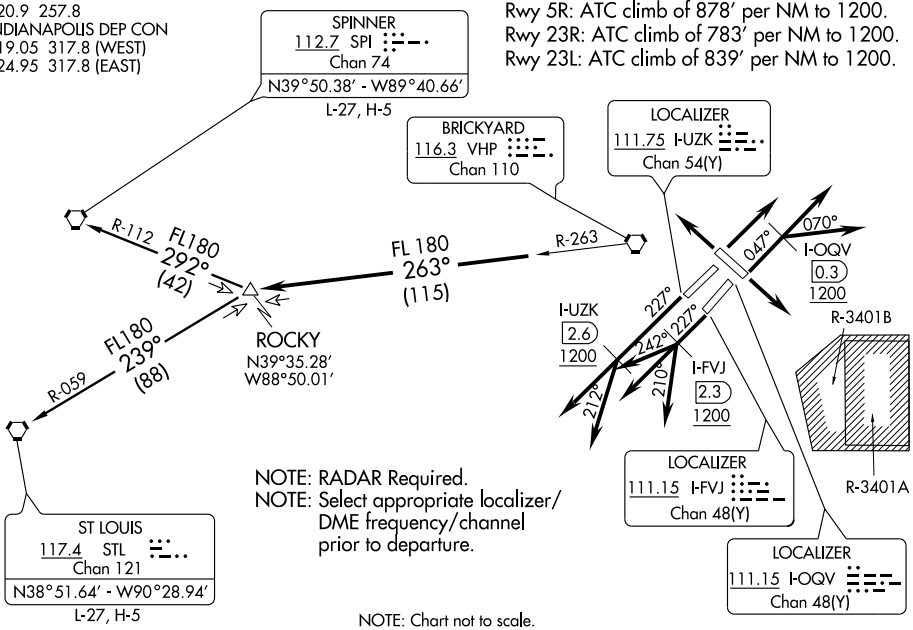
SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ATIS 134.25
CLNC DEL
128.75 257.8
GND CON
121.9 257.8
INDY TOWER
120.9 257.8
INDIANAPOLIS DEP CON
119.05 317.8 (WEST)
124.95 317.8 (EAST)

TAKE-OFF MINIMUMS:
Rwy 5L, 14, 32: Standard.
Rwy 5R: ATC climb of 878' per NM to 1200.
Rwy 23R: ATC climb of 783' per NM to 1200.
Rwy 23L: ATC climb of 839' per NM to 1200.



NOTE: RADAR Required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 23R (TURBOJETS ONLY): Climb on runway heading 227° until I-UZK 2.6 DME and 1200 feet or above, then fly assigned heading 227° or 212°. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 23L (TURBOJETS ONLY): Climb on runway heading 227° until I-FVJ 2.3 DME and 1200 feet or above, then fly assigned heading 210°, 227°, or 242°. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 5R (TURBOJETS ONLY): Climb on runway heading 047° until I-OQV 0.3 DME and 1200 feet or above, then fly assigned heading 047° or 070°. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clerance to requested altitude ten minutes after departure.

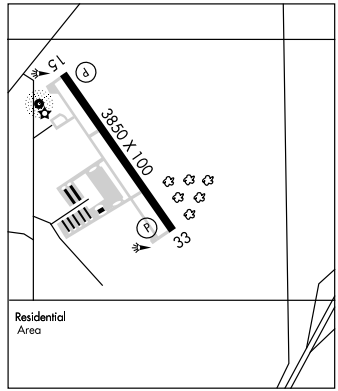
TAKE-OFF ALL OTHER RUNWAYS (TURBOJETS ONLY): Climb on runway heading or as assigned. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL OTHER RUNWAYS (PROPELLER ONLY): Climb on runway heading or as assigned. Maintain 3000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

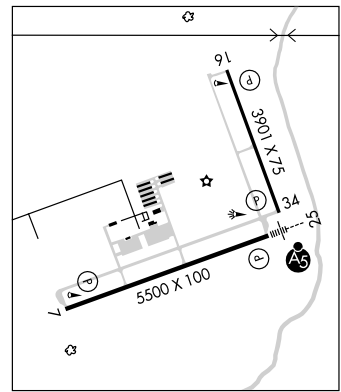
SPINNER TRANSITION (ROCKY5.SPI): From over ROCKY INT via SPI R-112 to SPI VORTAC.
ST LOUIS TRANSITION (ROCKY5.STL): From over ROCKY INT via STL R-059 to STL VORTAC.

EC-2, 21 OCT 2010 to 18 NOV 2010

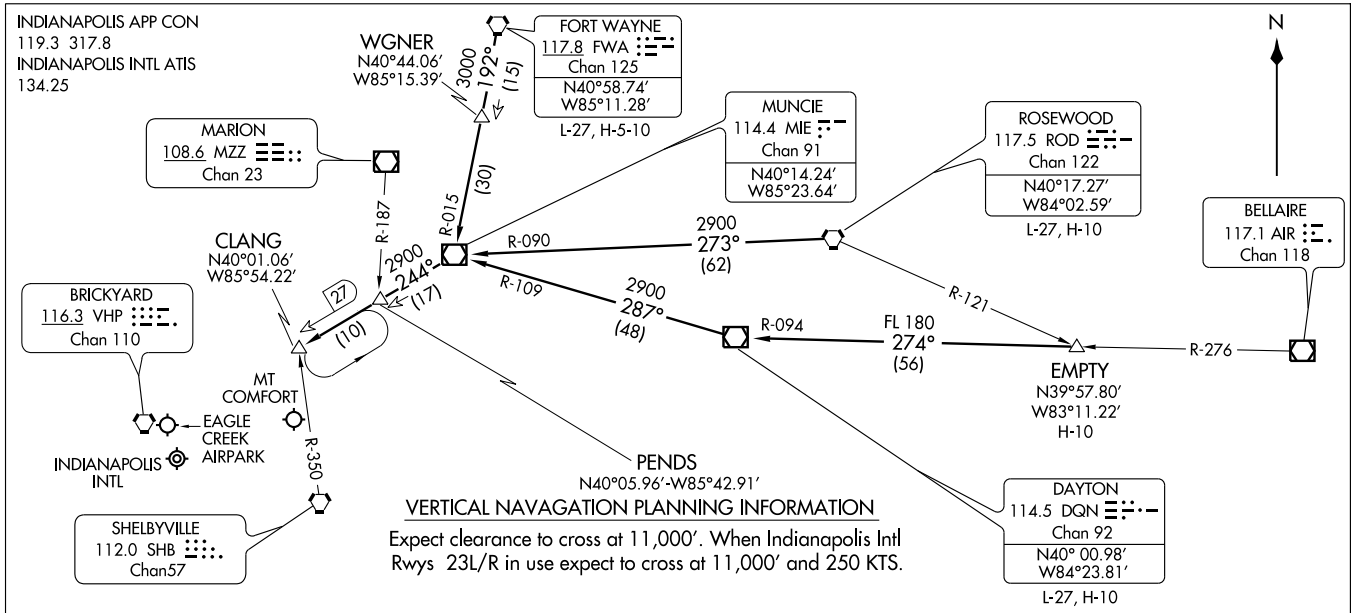
INDIANAPOLIS METROPOLITAN (UMP) 8 NE UTC−5(−4DT) N39°56.11′ W86°02.70′ **ST. LOUIS**
811 B S4 **FUEL** 100LL, JET A TPA 1811(1000) NOTAM FILE HUF **L–27D**
RWY 15–33: H3850X100 (ASPH–AFSC) S–17 MIRL 0.6% up SE **IAP**
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 37′. Road.
RWY 33: REIL. PAPI(P4L)—GA 3.5° TCH 27′. Building.
AIRPORT REMARKS: Attended 1200–0200Z‡. Acft tkf/ldg from Rwy 15 during calm wind/crosswind conditions; during any questionable period Rwy 15 shall be preferred rwy—call arpt manager 317–487–9594.
WEATHER DATA SOURCES: AWOS–3 338 UMP (317) 842–3911.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **INDIANAPOLIS APP/DEP CON** 127.15 **CLNC DEL** 121.625
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 330° 20.8 NM to fld. 810/1E. **HIWAS.**
METROPOLITAN NDB (MHW) 338 UMP N39°56.26′ W86°03.01′ at fld. **AWOS–3.**



MOUNT COMFORT (MQJ) 12 E UTC−5(−4DT) N39°50.61′ W85°53.82′ **ST. LOUIS**
862 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–27D**
RWY 07–25: H5500X100 (ASPH–GRVD) S–30, D–65, 2S–83 HIRL **IAP**
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 46′.
RWY 25: MALSR. PAPI(P4L)—GA 3.0° TCH 46′. Trees.
RWY 16–34: H3901X75 (CONC) S–12.5 MIRL
RWY 16: PAPI(P2L)—GA 3.0° TCH 31′. Trees.
RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 30′.
AIRPORT REMARKS: Attended 1130–0300Z‡. For attendant on Christmas and Thanksgiving Day or for outside normal opr hrs call 317–335–3320. Rwy 16–34 and Twy B not avbl to air carrier acft with more than 30 passenger seats. ACTIVATE HIRL Rwy 07–25 and MALSR Rwy 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.175 (317) 335–3037.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **INDIANAPOLIS APP/DEP CON** 127.15 **CLNC DEL** 119.25
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 344° 13.1 NM to fld. 810/1E. **HIWAS.**
ILS 108.7 I–MQJ Rwy 25. Unmonitored.



CLANG FIVE ARRIVAL
(CLANG.CLANG5) 09183



VERTICAL NAVAGATION PLANNING INFORMATION

Expect clearance to cross at 11,000′. When Indianapolis Intl Rwys 23L/R in use expect to cross at 11,000′ and 250 KTS.

DAYTON TRANSITION (DQN. CLANG5): From over DQN VOR/DME via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

EMPTY TRANSITION (EMPTY.CLANG5): From over EMPTY INT via DQN R-094 to DQN VOR/DME, then via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.CLANG5): From over FWA VORTAC via FWA R-192 and MIE R-015 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.CLANG5): From over ROD VORTAC via ROD R-273 and MIE R-090 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

. . . . From over CLANG INT, expect vectors to final approach course.

NOTE: Chart not to acale.

(CLANG.CLANG5) 09183
CLANG FIVE ARRIVAL

ST-203 (FAA)

INDIANAPOLIS, INDIANA

INDIANAPOLIS, INDIANA

LOC I-MQJ	APP CRS	Rwy Idg	5500
108.7	252°	TDZE	861
		Apt Elev	862

ILS or LOC RWY 25

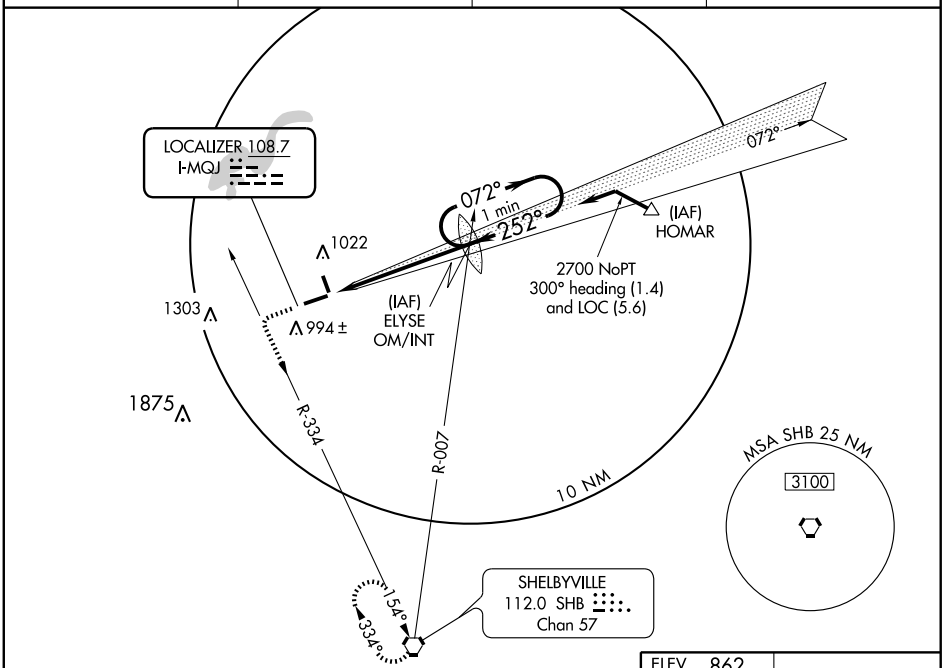
INDIANAPOLIS/MOUNT COMFORT (MQJ)

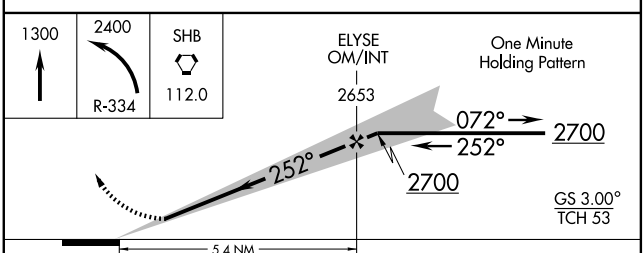
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 55 feet and all MDA 60 feet, increase S-LOC 25 Cat D visibility ¼ mile.

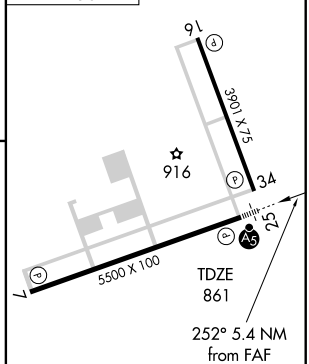
MALSR

MISSED APPROACH: Climb to 1300, then climbing left turn to 2400 via SHB R-334 to SHB VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 25	1061-½ 200 (200-½)			
S-LOC 25	1280-½ 419 (500-½)		1280-¾ 419 (500-¾)	
CIRCLING	1340-1 478 (500-1)		1340-1½ 478 (500-1½)	1420-2 558 (600-2)

REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3901
162°	TDZE	858
	Apt Elev	862

RNAV (GPS) RWY 16

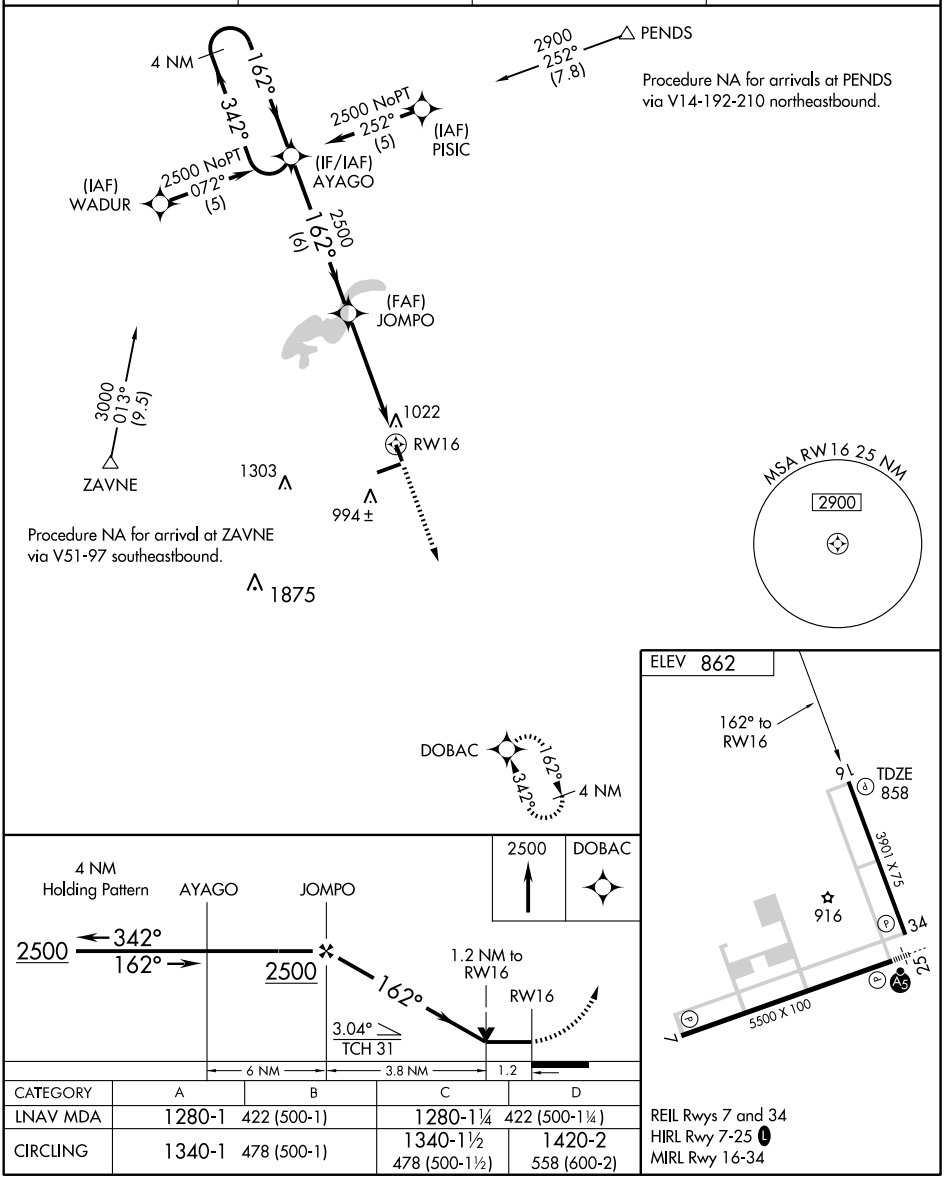
INDIANAPOLIS/MOUNT COMFORT (MQJ)

T
NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase LNAV Cat D visibility ¼ mile. VDP NA when using Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct DOBAC and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1280-1	422 (500-1)	1280-1¼	422 (500-1¼)
CIRCLING	1340-1	478 (500-1)	1340-1½ 478 (500-1½)	1420-2 558 (600-2)

REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 56310	252°	TDZE	861
W25A		Apt Elev	862

RNAV (GPS) RWY 25

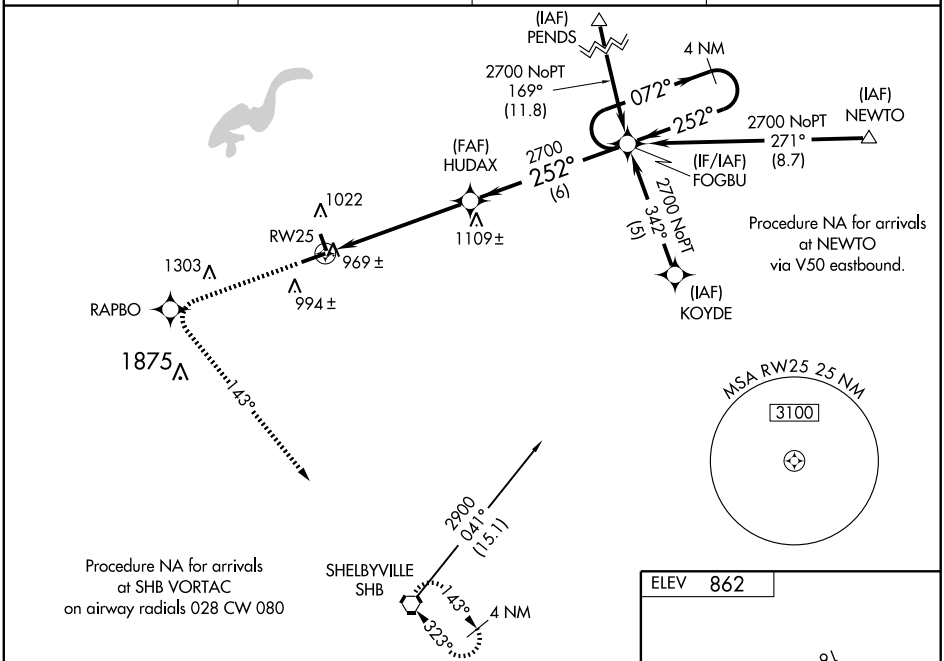
INDIANAPOLIS/MOUNT COMFORT (MQJ)

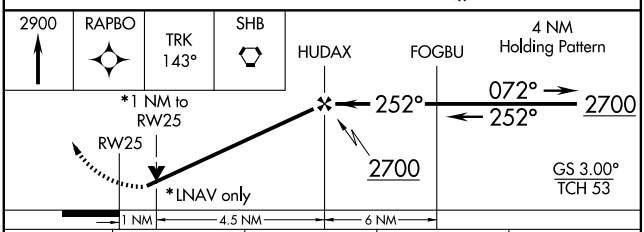
▼ ⚠ NA — For inoperative MALSR, increase LNAV Cat A/B/C visibility to 1 mile and Cat D to 1¼ mile. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 55 feet and all MDA 60 feet, and increase all visibilities ½ mile. Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting. When using Indianapolis Intl altimeter setting inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

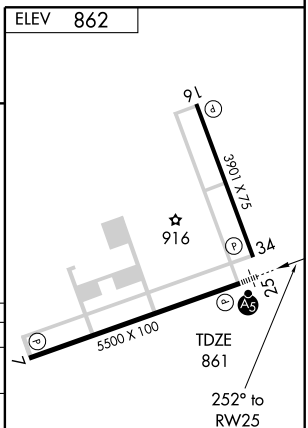
MISSED APPROACH: Climb to 2900 direct RAPBO and via 143° track to SHB VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1161-¾ 300 (300-¾)			
LNAV/VNAV DA	1260-1 399 (400-1)			
LNAV MDA	1220-¾ 359 (400-¾)			1220-1 359 (400-1)
CIRCLING	1340-1 478 (500-1)		1340-1½ 478 (500-1½)	1420-2 558 (600-2)



REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3901
342°	TDZE	858
	Apt Elev	862

RNAV (GPS) RWY 34

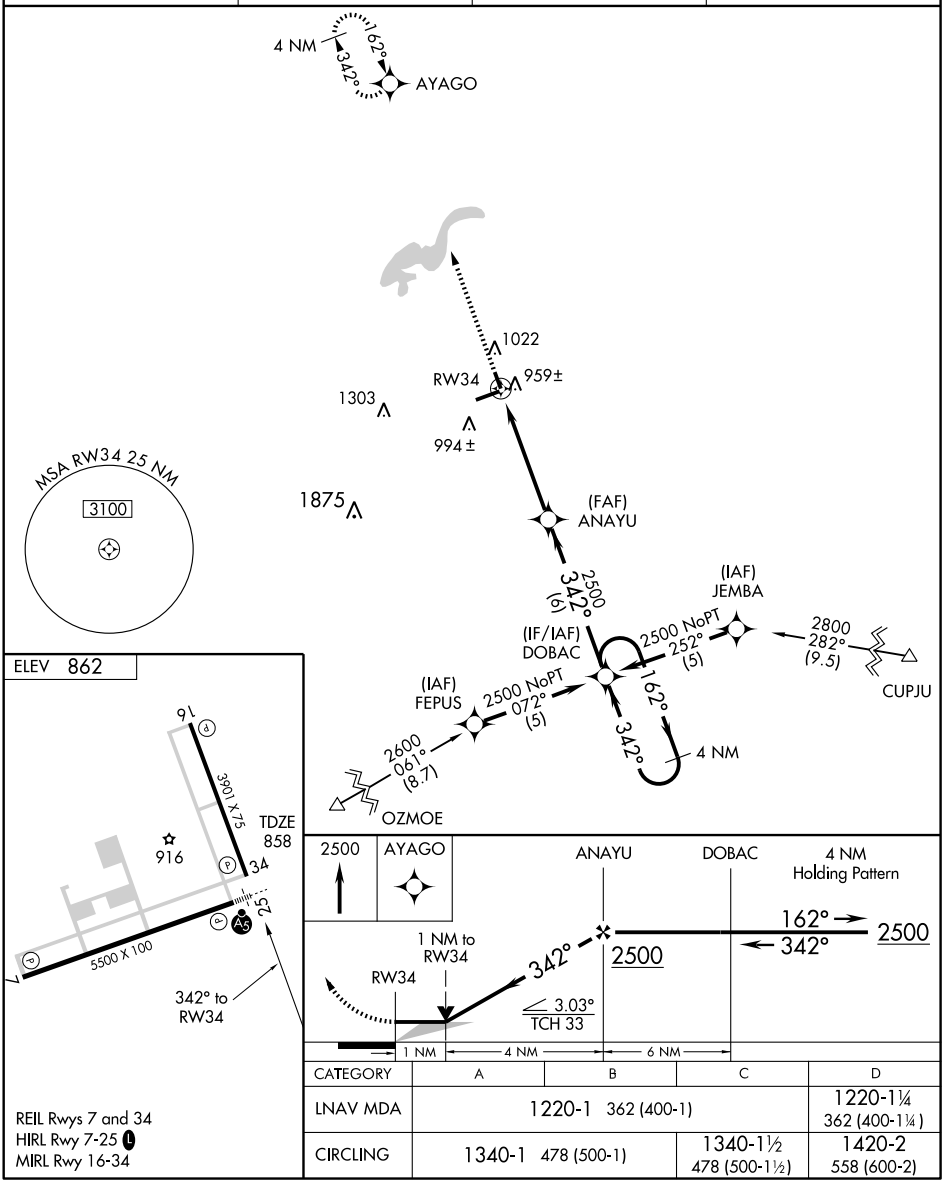
INDIANAPOLIS/MOUNT COMFORT (MQJ)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile. VDP NA when using Indianapolis altimeter setting.

NA

MISSED APPROACH: Climb to 2500 direct AYAGO and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1220-1 362 (400-1)			1220-1¼ 362 (400-1¼)
CIRCLING	1340-1 478 (500-1)		1340-1½ 478 (500-1½)	1420-2 558 (600-2)

REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SHB 112.0 Chan 57	APP CRS 346°	Rwy Idg 3901 TDZE 858 Apt Elev 862

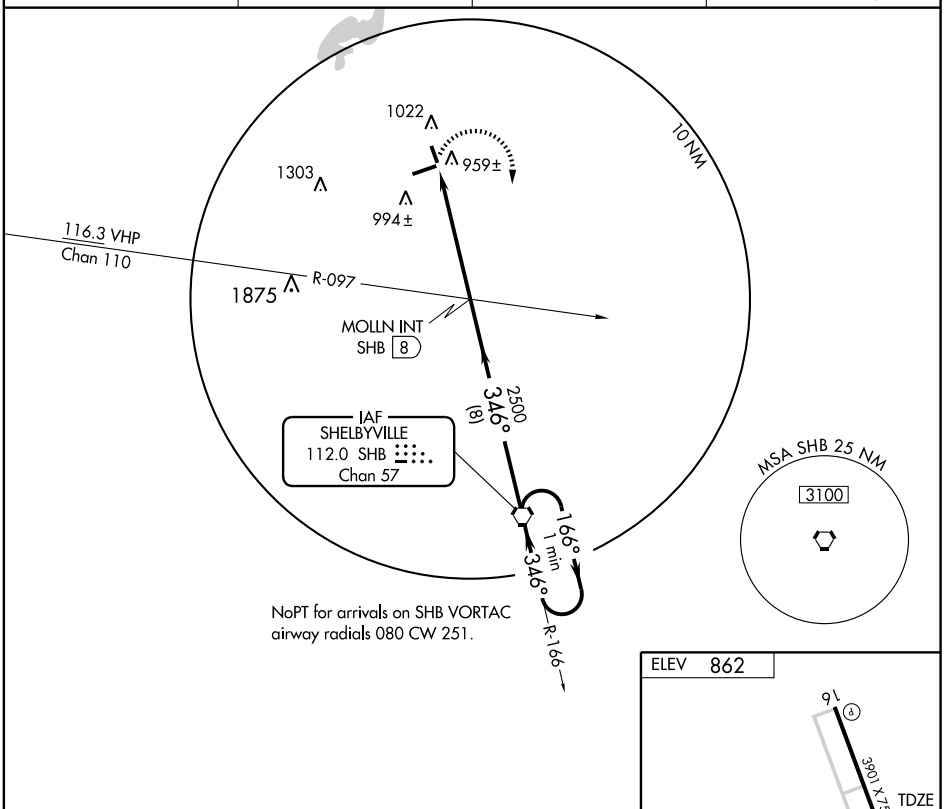
VOR RWY 34

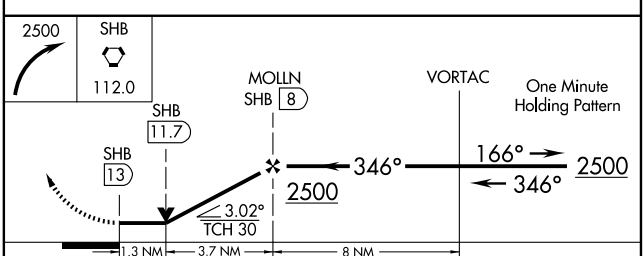
INDIANAPOLIS/MOUNT COMFORT (MQJ)

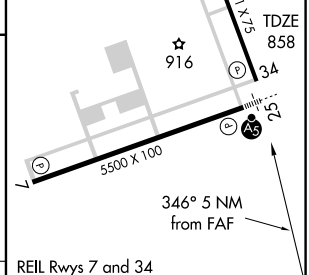
When local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDA 60 feet, increase S-34 Cat C visibility ¼ mile. VDP NA when using Indianapolis Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct SHB VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L







REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

CATEGORY	A	B	C	D
S-34	1300-1 442 (500-1)		1300-1¼ 442 (500-1¼)	1300-1½ 442 (500-1½)
CIRCLING	1340-1 478 (500-1)		1340-1½ 478 (500-1½)	1420-2 558 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

INDIANAPOLIS EXECUTIVE (TYQ) 14 NW UTC−5(−4DT) N40°01.84′ W86°15.09′ **CHICAGO**

922 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE HUF **H–5E, 10F, L–27D**

RWY 18–36: H5500X100 (CONC–GRVD) S–45, D–60 HIRL **IAP**

RWY 18: REIL. VASI(V2L)—GA 3.0° TCH 45′. Trees.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 57′. Crops.

AIRPORT REMARKS: Attended 1100–0100Z‡. For svcs after hrs call arpt manager on 317–339–1554. HIRL Rwy 18–36 preset low ints dusk to 0330Z‡, to increase ints and ACTIVATE REIL Rwys 18 and 36 and VASI Rwy 18 and PAPI Rwy 36—CTAF. After 0330Z‡ ACTIVATE HIRL Rwy 18–36 and REIL Rwys 18 and 36 and VASI Rwy 18 and PAPI Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS–3 120.725 (317) 769–3154.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ **APP/DEP CON** 127.15 (Active Rwy 14–32 at IND) 124.65 (Active Rwy 05–23 at IND)

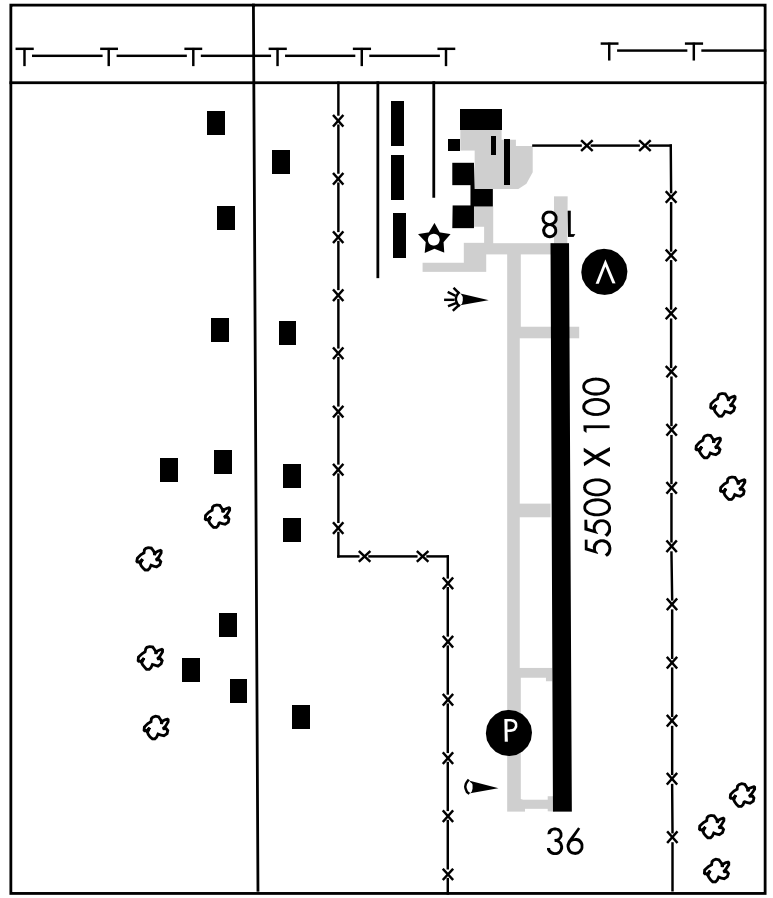
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

BRICKYARD (H) VORTACW 116.3 VHP Chan 110 N39°48.88′ W86°22.05′ 021° 14 NM to fld. 823/1E.

ZIONSVILLE NDB (MHW) 248 HZP N39°56.38′ W86°14.92′ 002° 5.5 NM to fld. Unmonitored.

ILS 111.3 I–TYQ Rwy 36.

COMM/NAV/WEATHER REMARKS: APP/DEP CON sectorization based on active rwy at Indianapolis International arpt.



LOC I-TYQ	APP CRS	Rwy Idg	5500
111.3	002°	TDZE	922
		Apt Elev	922

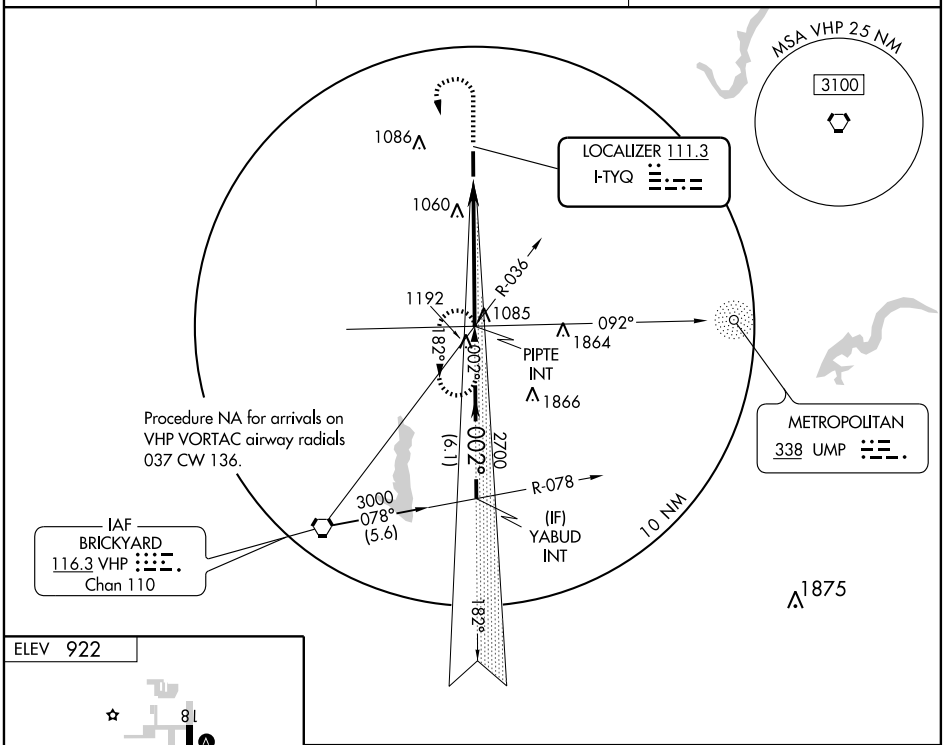
ILS or LOC RWY 36
INDIANAPOLIS EXECUTIVE (TYQ)

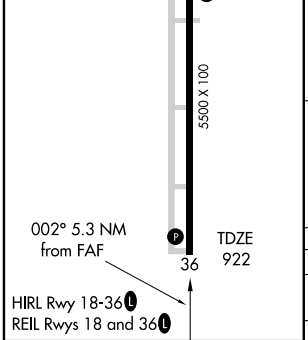
ADF Required. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 61 feet and all S-ILS visibilities ¼ mile, increase all MDA 80 feet, and S-LOC Cat D visibility ¼ mile.

NA

MISSED APPROACH: Climb to 2200 then climbing left turn to 3000 via heading 160° to I-TYQ LOC south course to PIPTE INT and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	124.65 127.15 317.8	123.05 (CTAF) L



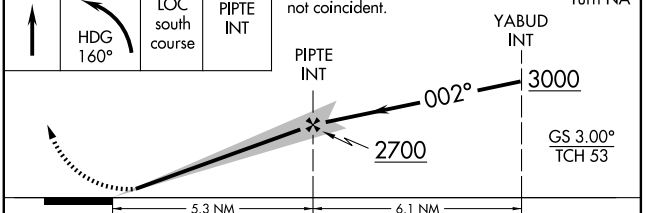


FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

2200	3000	LOC	PIPTE
↑	HDG 160°	south course	INT

VGSI and ILS glidepath not coincident.

Procedure Turn NA



CATEGORY	A	B	C	D
S-ILS 36	1122-¾ 200 (200-¾)			
S-LOC 36	1340-1 418 (500-1)		1340-1¼ 418 (400-1¼)	
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

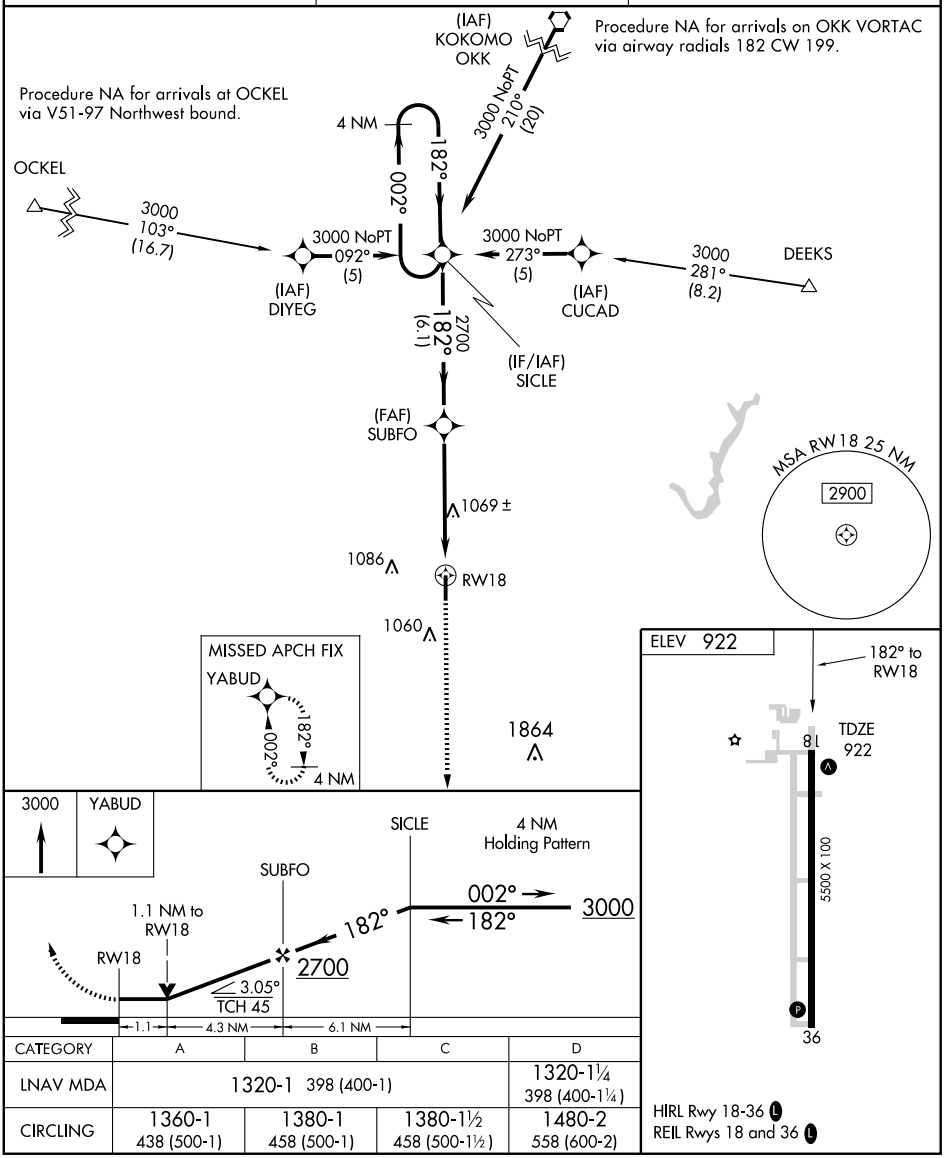
APP CRS	Rwy Idg	5500
182°	TDZE	922
	Apt Elev	922

RNAV (GPS) RWY 18
INDIANAPOLIS EXECUTIVE (TYQ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Indianapolis Intl altimeter setting.
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet and LNAV Cats C/D visibilities ¼ mile.
NA

MISSED APPROACH: Climb to 3000 direct YABUD and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	124.65 127.15 317.8	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1320-1 398 (400-1)			1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53599 W36A | APP CRS 002° | Rwy Idg 5500 TDZE 922 Apt Elev 922

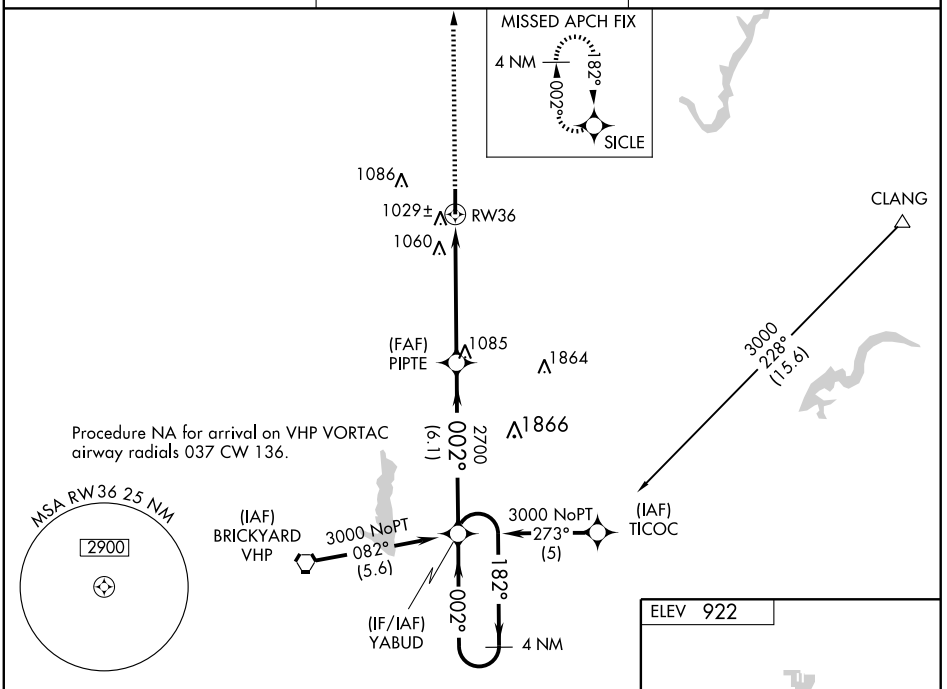
RNAV (GPS) RWY 36
INDIANAPOLIS EXECUTIVE (TYQ)

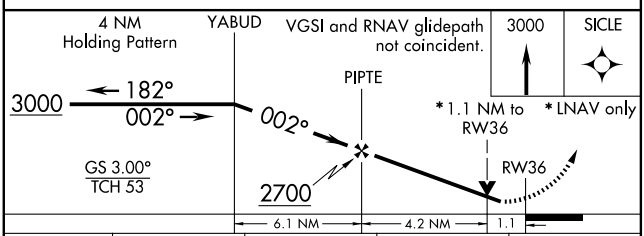
NA

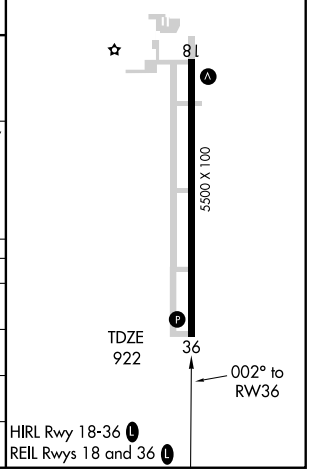
Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Indianapolis Intl altimeter setting. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs 61 feet and all visibilities ¼ mile; increase all MDAs 80 feet and LNAV Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct SICLE and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	124.65 127.15 317.8	123.05 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1209-1 287 (300-1)			
LNAV/VNAV DA	1299-1¼ 377 (400-1¼)			
LNAV MDA	1320-1 398 (400-1)			1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC VHP **116.3** Chan **110**

APP CRS **201°**

Rwy Idg **5500**
TDZE **922**
Apt Elev **922**

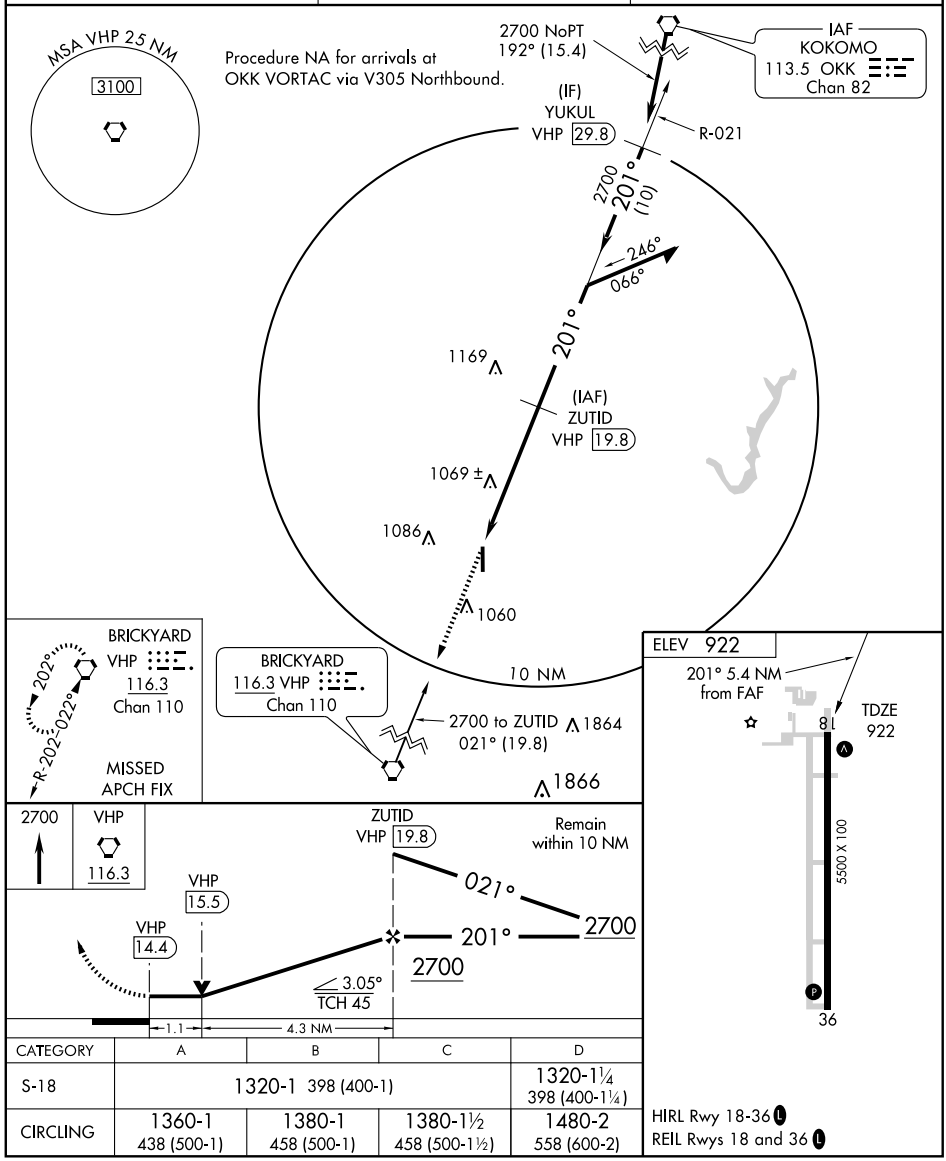
VOR/DME RWY 18

INDIANAPOLIS EXECUTIVE (TYQ)

T NA — Visibility reduction by helicopters NA. VDP NA when using Indianapolis Intl altimeter setting. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet and S-18 Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2700 direct VHP VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	**124.65 127.15 317.8**	**123.05** (CTAF) L



CATEGORY	A	B	C	D
S-18	1320-1 398 (400-1)			1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC VHP	APP CRS	Rwy Idg	5500
116.3	022°	TDZE	922
Chan 110		Apt Elev	922

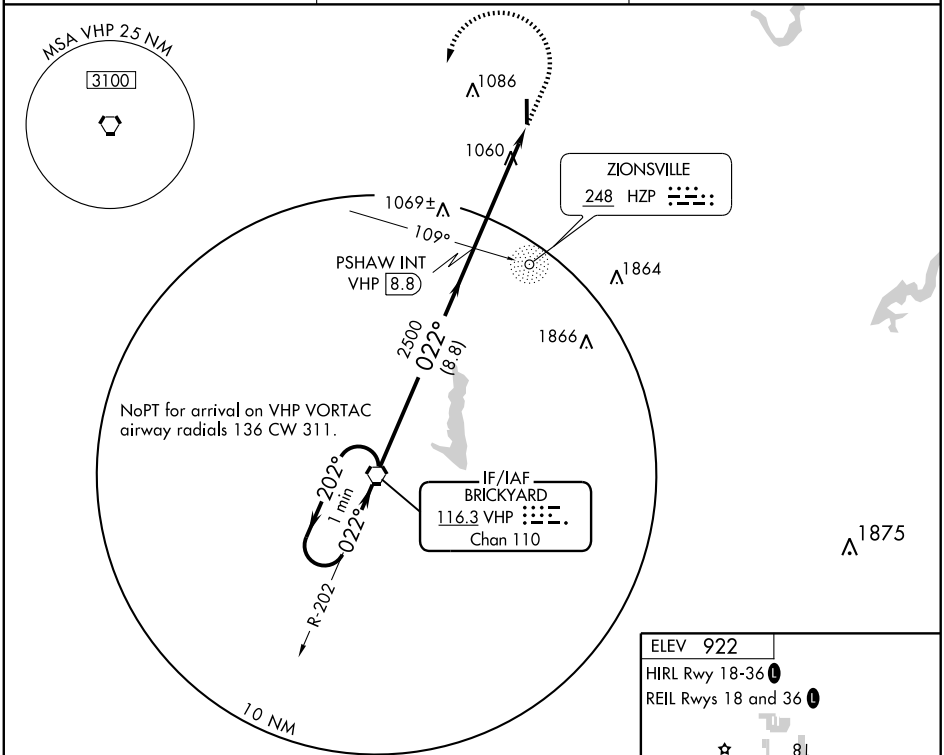
VOR RWY 36

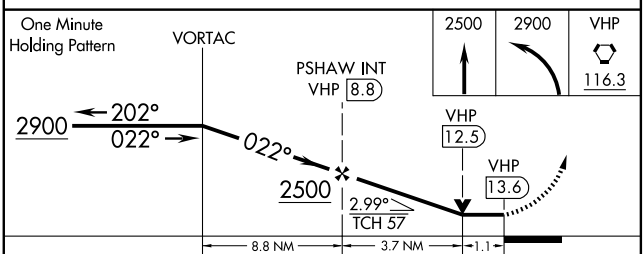
INDIANAPOLIS EXECUTIVE (TYQ)

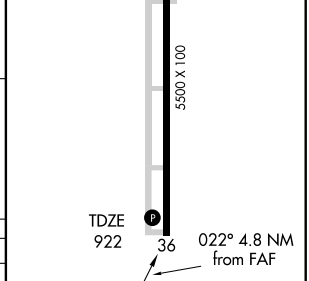
V A NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet and S-36 Cats C/D visibilities ¼ mile. VDP NA when using Indianapolis Intl altimeter setting. DME or ADF REQUIRED.

MISSED APPROACH: Climb to 2500 then climbing left turn to 2900 direct VHP VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	124.65 127.15 317.8	123.05 (CTAF) L







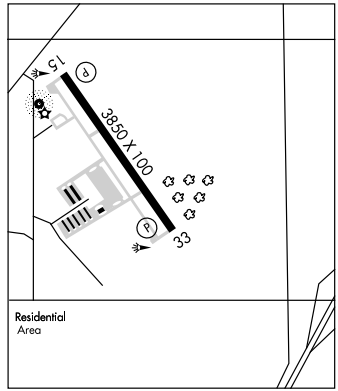
CATEGORY	A	B	C	D
S-36	1320-1 398 (400-1)			1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

FAF to MAP 4.8 NM

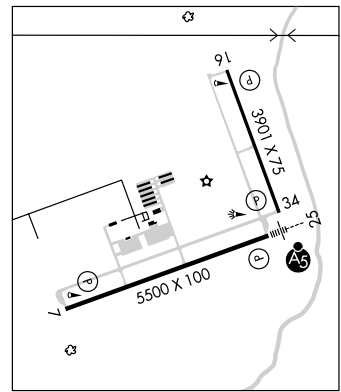
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

INDIANAPOLIS METROPOLITAN (UMP) 8 NE UTC−5(−4DT) N39°56.11′ W86°02.70′ **ST. LOUIS**
811 B S4 **FUEL** 100LL, JET A TPA 1811(1000) NOTAM FILE HUF **L–27D**
RWY 15–33: H3850X100 (ASPH–AFSC) S–17 MIRL 0.6% up SE **IAP**
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 37′. Road.
RWY 33: REIL. PAPI(P4L)—GA 3.5° TCH 27′. Building.
AIRPORT REMARKS: Attended 1200–0200Z‡. Acft tkf/ldg from Rwy 15 during calm wind/crosswind conditions; during any questionable period Rwy 15 shall be preferred rwy—call arpt manager 317–487–9594.
WEATHER DATA SOURCES: AWOS–3 338 UMP (317) 842–3911.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **INDIANAPOLIS APP/DEP CON** 127.15 **CLNC DEL** 121.625
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 330° 20.8 NM to fld. 810/1E. **HIWAS.**
METROPOLITAN NDB (MHW) 338 UMP N39°56.26′ W86°03.01′ at fld. **AWOS–3.**



MOUNT COMFORT (MQJ) 12 E UTC−5(−4DT) N39°50.61′ W85°53.82′ **ST. LOUIS**
862 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–27D**
RWY 07–25: H5500X100 (ASPH–GRVD) S–30, D–65, 2S–83 HIRL **IAP**
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 46′.
RWY 25: MALSR. PAPI(P4L)—GA 3.0° TCH 46′. Trees.
RWY 16–34: H3901X75 (CONC) S–12.5 MIRL
RWY 16: PAPI(P2L)—GA 3.0° TCH 31′. Trees.
RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 30′.
AIRPORT REMARKS: Attended 1130–0300Z‡. For attendant on Christmas and Thanksgiving Day or for outside normal opr hrs call 317–335–3320. Rwy 16–34 and Twy B not avbl to air carrier acft with more than 30 passenger seats. ACTIVATE HIRL Rwy 07–25 and MALSR Rwy 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.175 (317) 335–3037.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **INDIANAPOLIS APP/DEP CON** 127.15 **CLNC DEL** 119.25
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 344° 13.1 NM to fld. 810/1E. **HIWAS.**
ILS 108.7 I–MQJ Rwy 25. Unmonitored.



NDB UMP	APP CRS	Rwy Idg	3850
338	161°	TDZE	805
		Apt Elev	811

NDB RWY 15

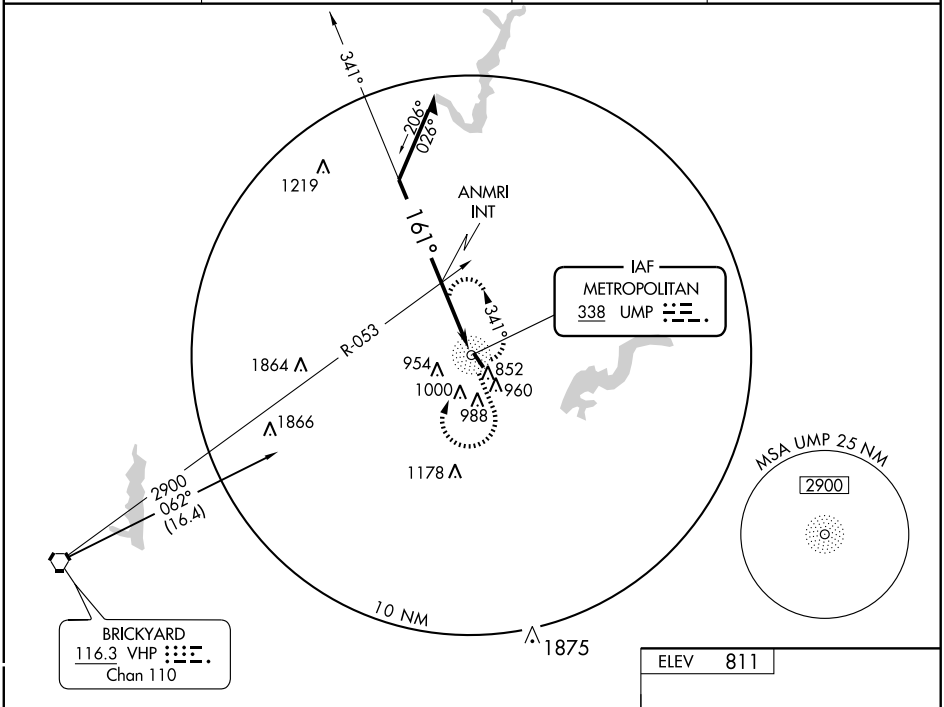
INDIANAPOLIS METROPOLITAN (UMP)

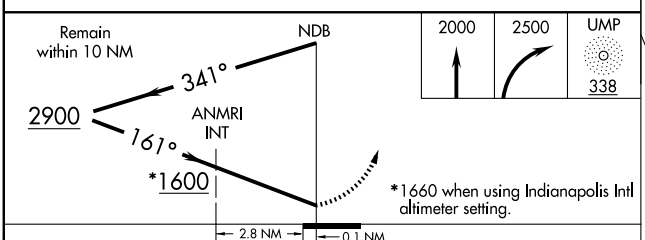
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase S-15 and Circling Cat C visibility ¼ mile.

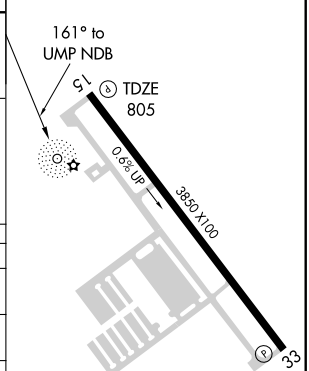
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 2500 direct UMP NDB and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
338	127.15 317.8	121.625	123.0 (CTAF)







CATEGORY	A	B	C	D
S-15	1600-1 795 (800-1)	1600-1¼ 795 (800-1¼)	1600-2¼ 795 (800-2¼)	NA
CIRCLING	1600-1 789 (800-1)	1600-1¼ 789 (800-1¼)	1600-2¼ 789 (800-2¼)	NA
ANMRI INT MINIMUMS				
S-15	1240-1 435 (500-1)		1240-1¼ 435 (500-1¼)	NA
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA

MIRL Rwy 15-33
REIL Rwys 15 and 33

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3850
149°	TDZE	805
	Apt Elev	811

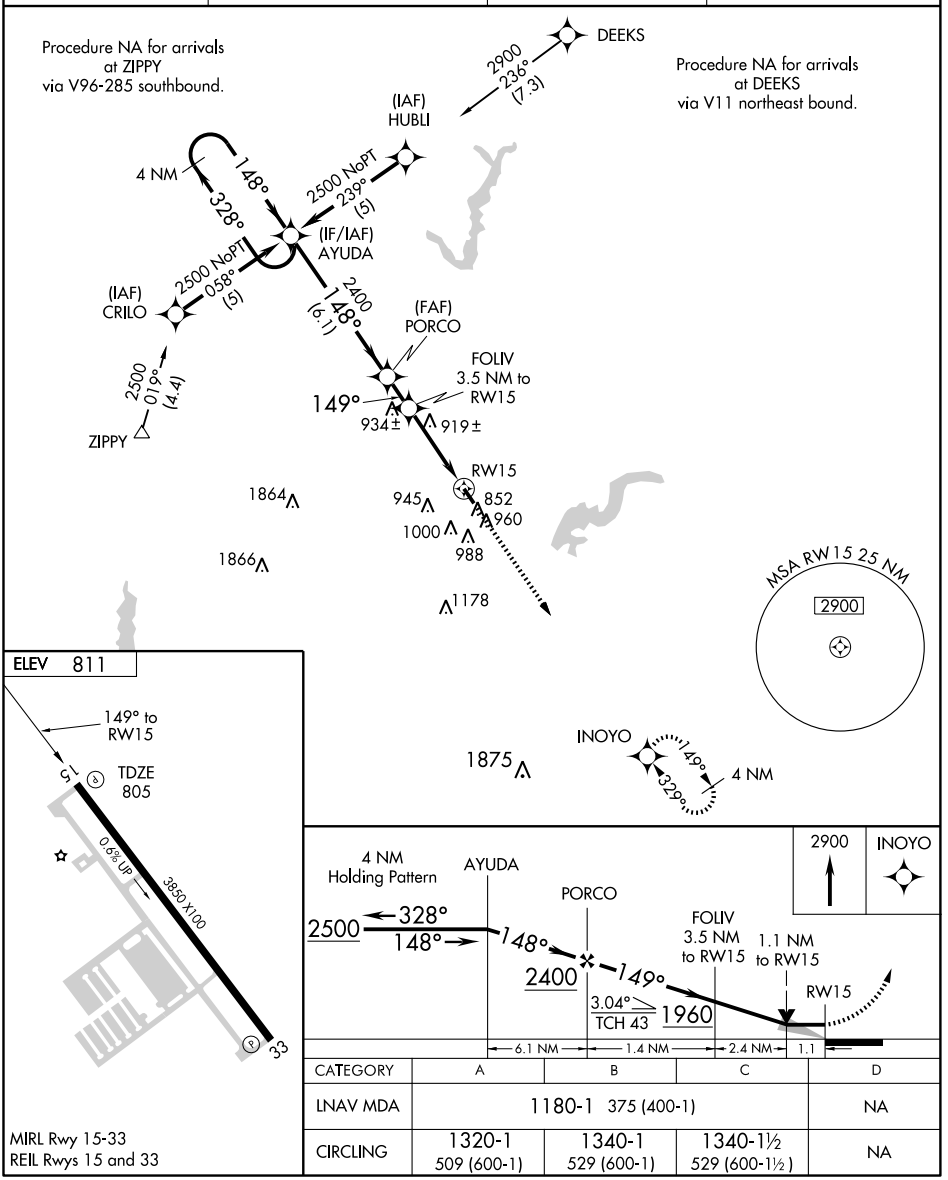
RNAV (GPS) RWY 15

INDIANAPOLIS METROPOLITAN (UMP)

NA — DME/DME RNP-0.3 NA. VDP NA when using Indianapolis Intl altimeter setting. When local altimeter setting is not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2900 direct INOYO and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
338	127.15 317.8	121.625	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1180-1 375 (400-1)			NA
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA

MIRL Rwy 15-33
REIL Rwys 15 and 33

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3850
329°	TDZE	811
	Apt Elev	811

RNAV (GPS) RWY 33

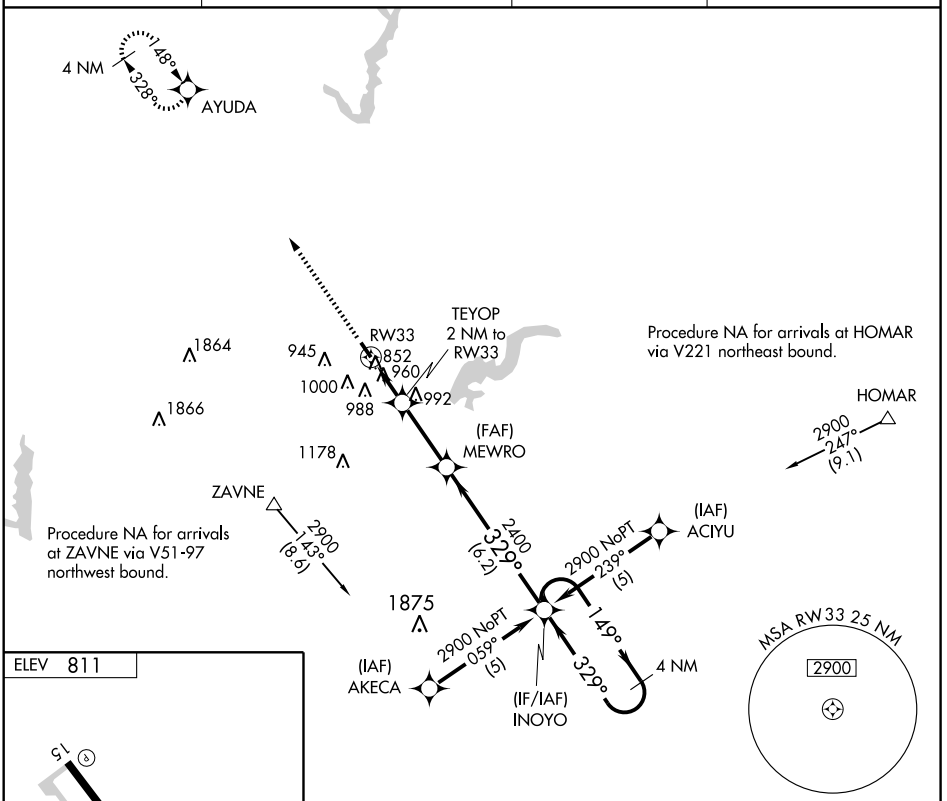
INDIANAPOLIS METROPOLITAN (UMP)

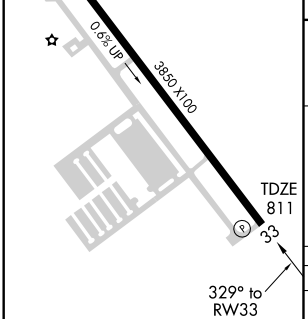
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile. VDP NA when using Indianapolis Intl altimeter setting.

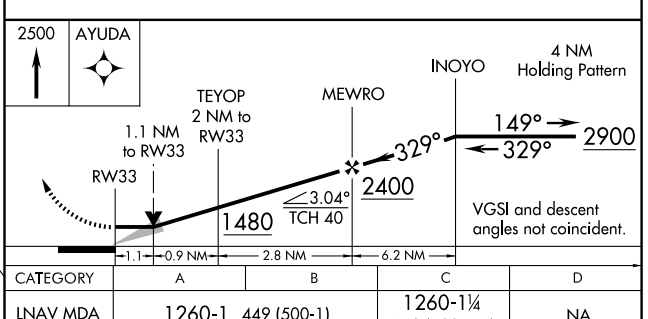
NA

MISSED APPROACH: Climb to 2500 direct AYUDA and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
338	127.15 317.8	121.625	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1260-1 449 (500-1)		1260-1¼ 449 (500-1¼)	NA
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SHB 112.0 Chan 57	APP CRS 330°	Rwy Idg 3850 TDZE 811 Apt Elev 811

VOR RWY 33

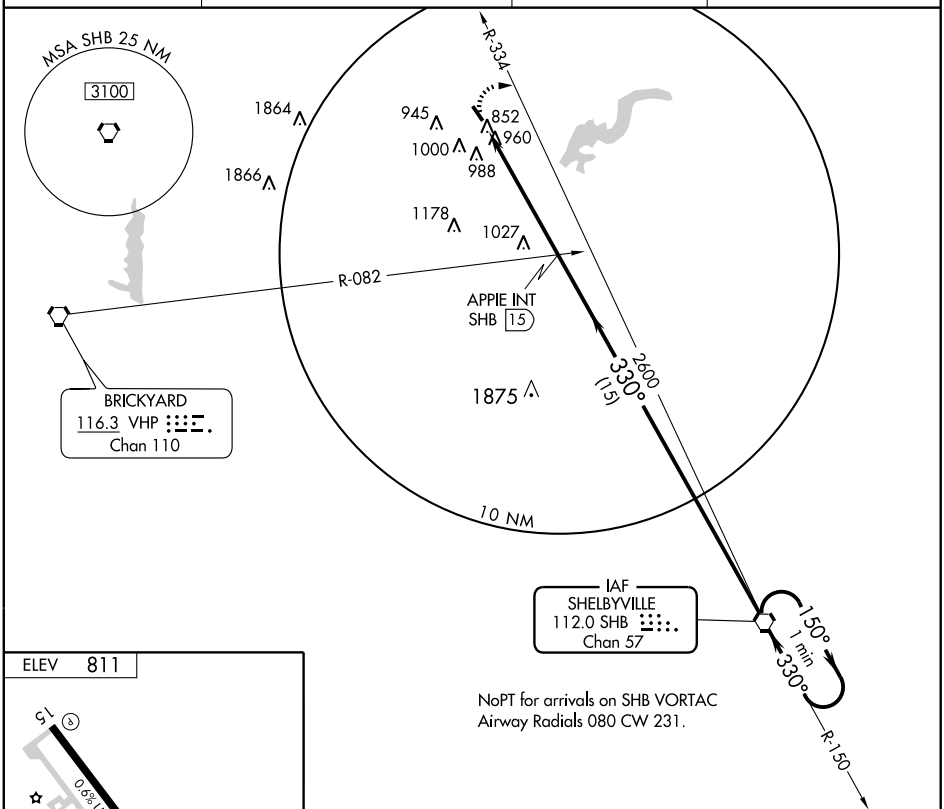
INDIANAPOLIS METROPOLITAN (UMP)

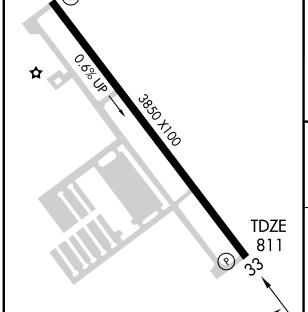
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet.

NA

MISSED APPROACH: Climbing right turn to 2900 via SHB R-334 to SHB VORTAC and hold.

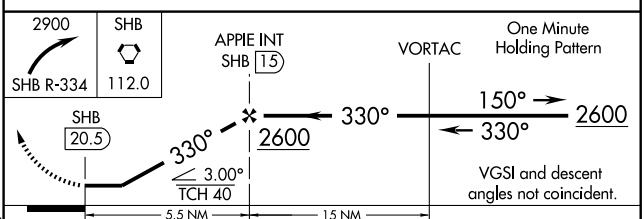
AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
338	127.15 317.8	121.625	123.0 (CTAF)





MIRL Rwy 15-33
REIL Rwys 15 and 33

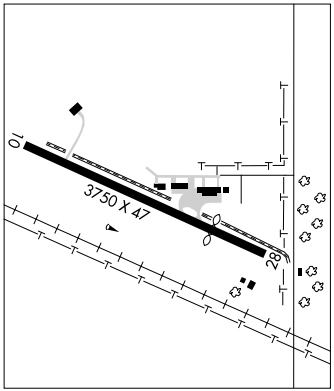
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-33	1340-1 529 (600-1)	1340-1¼ 529 (600-1¼)	1340-1½ 529 (600-1½)	NA
CIRCLING	1340-1 529 (600-1)	1340-1¼ 529 (600-1¼)	1340-1½ 529 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

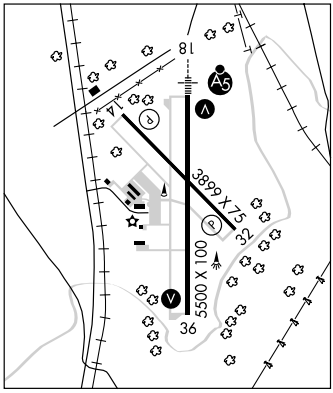
POST–AIR (7L8) 6 E UTC−5(−4DT) N39°45.00′ W86°00.83′ **ST LOUIS**
861 NOTAM FILE HUF **L–27D**
RWY 10–28: H3750X47 (ASPH) LIRL
RWY 10: Trees. Rgt tfc. **RWY 28:** Thld dsplcd 1269′. Trees.
AIRPORT REMARKS: Attended irregularly. Lgtd TV–twr 2640′ N of apch end Rwy 28. For LIRL Rwy 10–28 ctc Indianapolis apch control.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 308° 11.3 NM to fld. 810/1E. **HIWAS.**



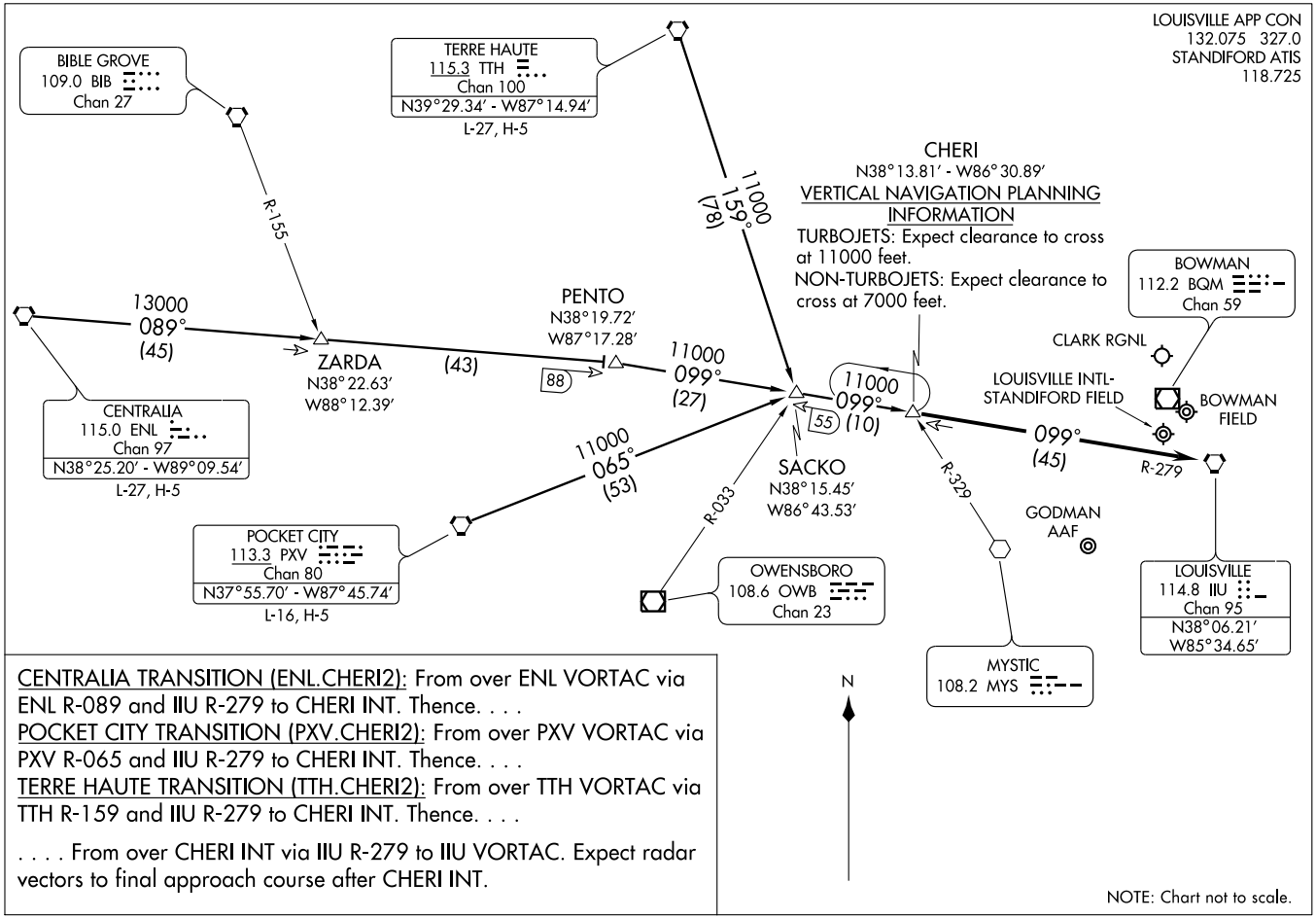
JASPER CO (See RENSSELAER)

JEFFERSONVILLE

CLARK RGNL (JVY) 5 N UTC−5(−4DT) N38°21.93′ W85°44.29′ **ST LOUIS**
474 B S4 **FUEL** 100LL, JET A OX 1, 3 TPA–1274(800) NOTAM FILE HUF **H–5E, 10F, L–27E**
RWY 18–36: H5500X100 (ASPH–GRVD) S–45, D–60 MIRL **IAP**
RWY 18: MALSR. REIL. VASI (V2L)—GA 3.0° TCH 27′. P–line.
RWY 36: REIL. VASI (V2L)—GA 3.3° TCH 25′. Tree.
RWY 14–32: H3899X75 (ASPH) S–12 MIRL
RWY 14: REIL PAPI (P2L)—GA 3.0° TCH 40′. Trees.
RWY 32: REIL PAPI (P2L)—GA 3.38° TCH 43′. Brush.
AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt. High ints student activity. MIRL Rwy 18–36 ops dusk–dawn, ACTIVATE REIL Rwy 18 and Rwy 36, and VASI Rwys 18 and 36 and MALSR Rwy 18—CTAF. All lighting Rwy 14–32 by prior request, call 812–246–5491.
WEATHER DATA SOURCES: AWOS–3 118.575 (812) 246–1278. SAWRS.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **LOUISVILLE APP/DEP CON** 132.075 (East) 123.675 (West)
LOUISVILLE CLNC DEL 118.05
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
NABB (L) VORTAC 112.4 ABB Chan 71 N38°35.33′ W85°38.16′ 199° 14.2 NM to fld. 710/1E. **HIWAS.**
CATCH NDB (LOM) 331 JV N38°28.44′ W85°44.23′. 182° 6.5 NM to fld.
ILS 111.7 I–JVY Rwy 18. LOM CATCH NDB. GS unusable for autocoupled apchs blo 988′ MSL.



08101 CHERI TWO ARRIVAL (CHERI.CHERI2) LOUISVILLE, KENTUCKY



CENTRALIA TRANSITION (ENL.CHERI2): From over ENL VORTAC via ENL R-089 and IIU R-279 to CHERI INT. Thence. . . .

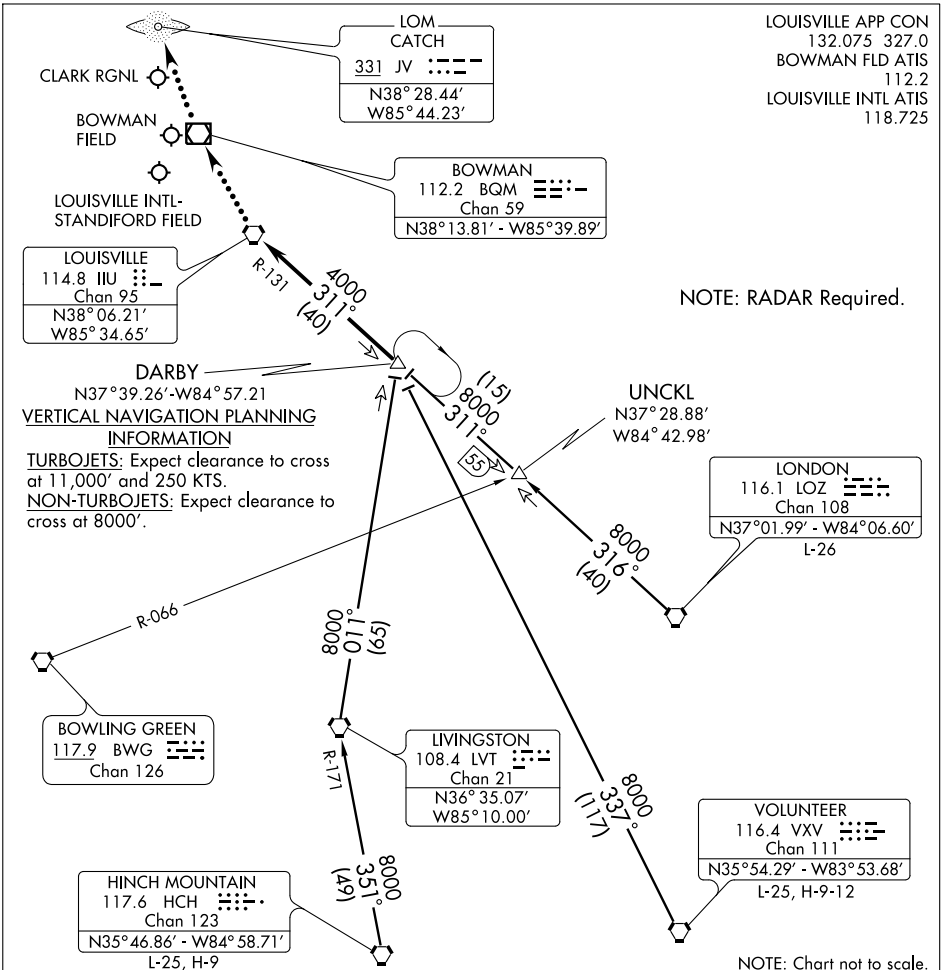
POCKET CITY TRANSITION (PXV.CHERI2): From over PXV VORTAC via PXV R-065 and IIU R-279 to CHERI INT. Thence. . . .

TERRE HAUTE TRANSITION (TTH.CHERI2): From over TTH VORTAC via TTH R-159 and IIU R-279 to CHERI INT. Thence. . . .

. . . . From over CHERI INT via IIU R-279 to IIU VORTAC. Expect radar vectors to final approach course after CHERI INT.

DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY



HINCH MOUNTAIN TRANSITION (HCH.DARBY4): From over HCH VORTAC via HCH R-351 and LVT R-171 to LVT VORTAC, then via LVT R-011 to DARBY INT. Thence. . . .

LONDON TRANSITION (LOZ.DARBY4): From over LOZ VORTAC via LOZ R-316 to UNCKL INT, then via IIU R-131 to DARBY INT. Thence. . . .

UNCKL TRANSITION (UNCKL.DARBY4): From over UNCKL INT via IIU R-131 to DARBY INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.DARBY4): From over VXV VORTAC via VXV R-337 to DARBY INT. Thence. . . .

. . . . From over DARBY INT via IIU R-131 to IIU VORTAC. Expect radar vectors to final course.

LOST COMMUNICATIONS:

For JVY - At IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 feet until CATCH LOM.

DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY

SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-JVY	APP CRS	Rwy Idg	5500
111.7	182°	TDZE	474
		Apt Elev	474

ILS or LOC RWY 18

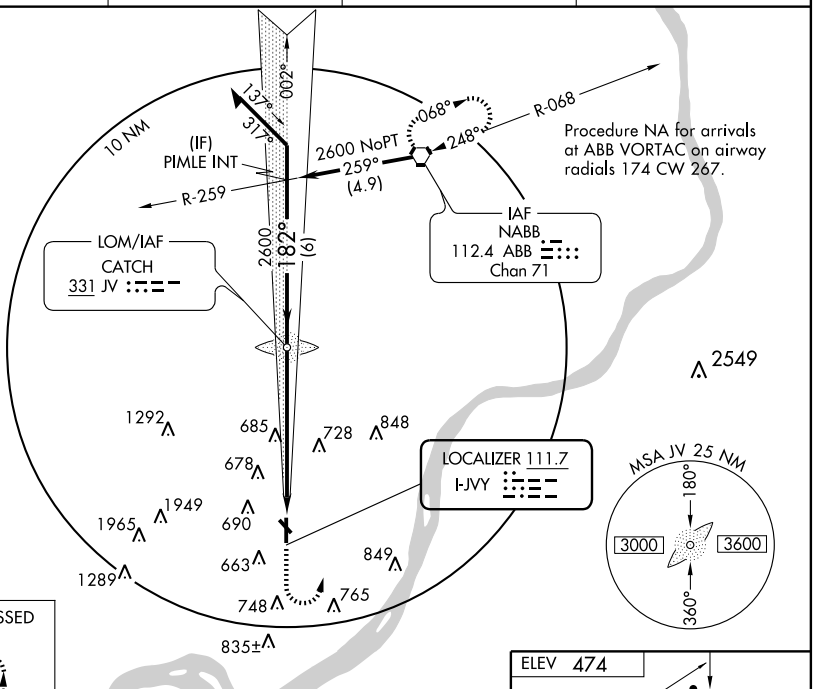
JEFFERSONVILLE / CLARK RGNL (JVY)

Autopilot coupled approach NA below 988. When local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting and increase all DA 31 feet and all MDA 40 feet.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct ABB VORTAC and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
118.575	132.075 327.0	118.05	122.7 (CTAF)



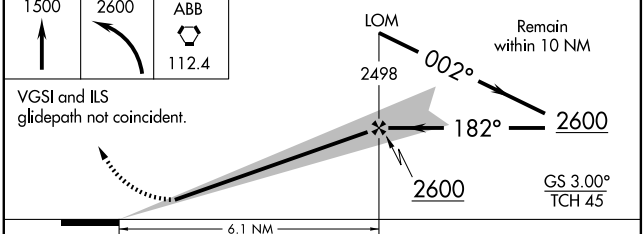
ALTERNATE MISSED APCH FIX



CATCH
331 JV

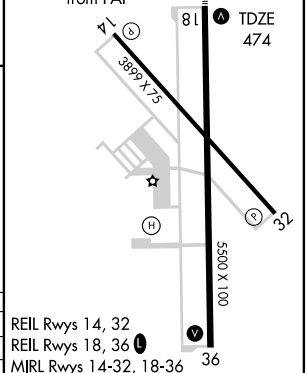
ADF REQUIRED

1500	2600	ABB
		112.4



VGSI and ILS glidepath not coincident.

ELEV 474



REIL Rwys 14, 32
REIL Rwys 18, 36
MIRL Rwys 14-32, 18-36

CATEGORY	A	B	C	D
S-ILS 18	674-½ 200 (200-½)			
S-LOC 18	1020-½ 546 (600-½)		1020-1 546 (600-1)	1020-1¼ 546 (600-1¼)
CIRCLING	1020-1 546 (600-1)		1020-1½ 546 (600-1½)	1100-2 626 (700-2)

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOM JV	APP CRS	Rwy Idg	5500
331	182°	TDZE	474
		Apt Elev	474

NDB RWY 18

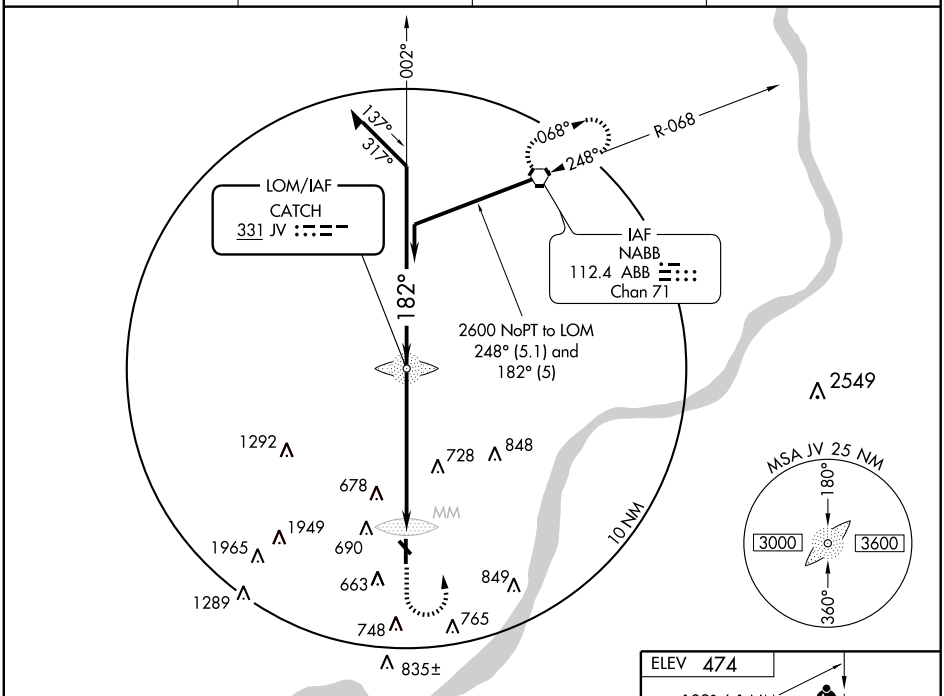
JEFFERSONVILLE / CLARK RGNL (JVY)

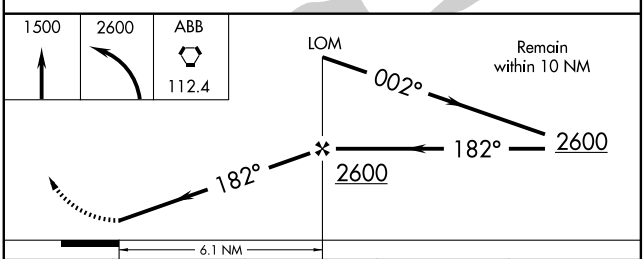
Obtain local altimeter on CTAF, when not received, use Louisville/Standiford altimeter setting.

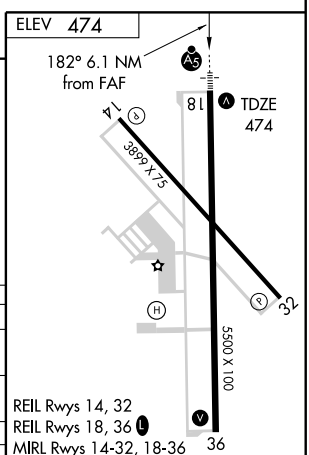
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct ABB VORTAC and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
118.575	132.075 327.0	118.05	122.7 (CTAF)







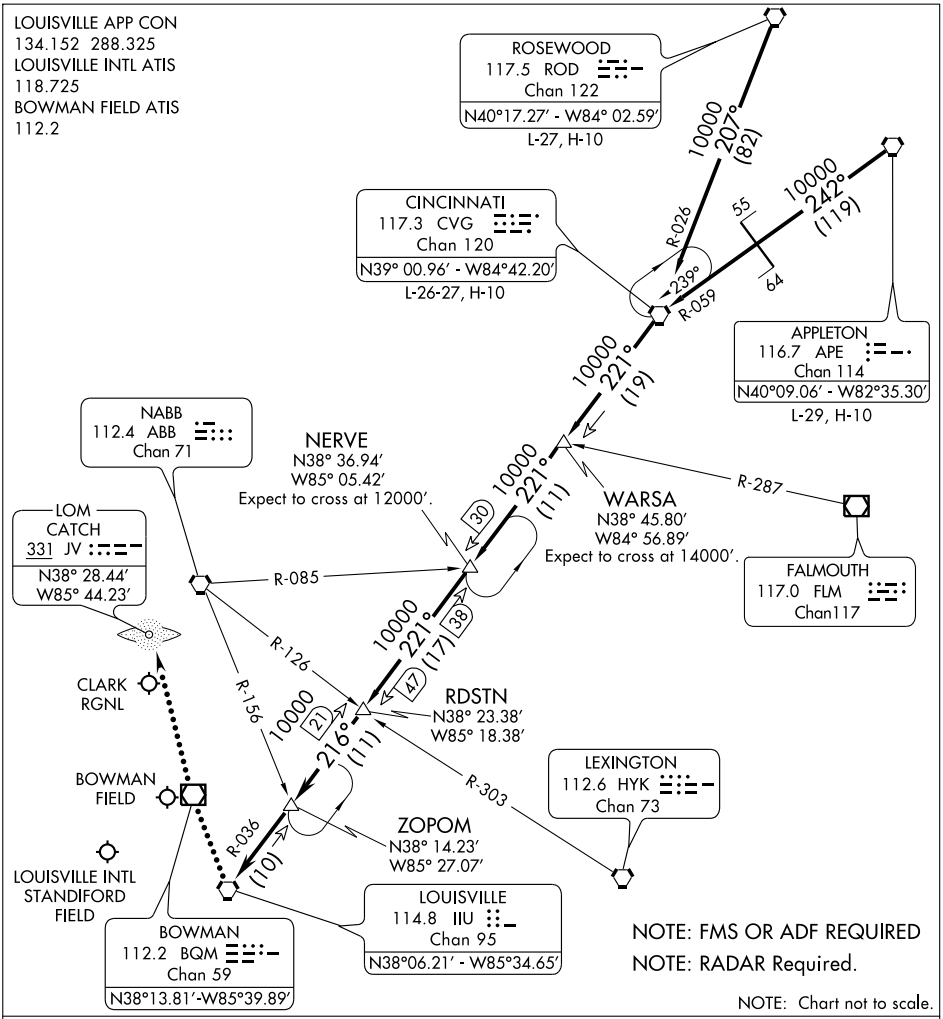
CATEGORY	A	B	C	D
S-18	1080-¾ 606 (700-¾)		1080-1¼ 606 (700-1¼)	1080-1¾ 606 (700-1¾)
CIRCLING	1080-1 606 (700-1)		1080-1¾ 606 (700-1¾)	1100-2 626 (700-2)
LOUISVILLE/STANDIFORD ALTIMETER SETTING MINIMUMS				
S-18	1100-¾ 626 (700-¾)		1100-1¼ 626 (700-1¼)	1100-1¾ 626 (700-1¾)
CIRCLING	1100-1 626 (700-1)		1100-1¾ 626 (700-1¾)	1140-2 666 (700-2)

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

REDSTONE TWO ARRIVAL

LOUISVILLE, KENTUCKY



APPLETON TRANSITION (APE.RDSTN2): From over APE VORTAC via APE R-242 and CVG R-059 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

CINCINNATI TRANSITION (CVG.RDSTN2): From over CVG VORTAC via CVG R-221 to RDSTN INT. Thence....

ROSEWOOD TRANSITION (ROD.RDSTN2): From over ROD VORTAC via ROD R-207 and CVG R-026 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

....From over RDSTN INT via IIU R-036 to ZOPOM INT, then via IIU R-036 to IIU VORTAC. Expect vectors to final approach.

LOST COMMUNICATIONS: For JVY - at IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 until CATCH LOM.

REDSTONE TWO ARRIVAL

LOUISVILLE, KENTUCKY

(RDSTN.RDSTN2) 10154

SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ABB 112.4 Chan 71	APP CRS 199°	Rwy Idg 5500 TDZE 474 Apt Elev 474

VOR or GPS RWY 18

JEFFERSONVILLE /CLARK RGNL (JVY)

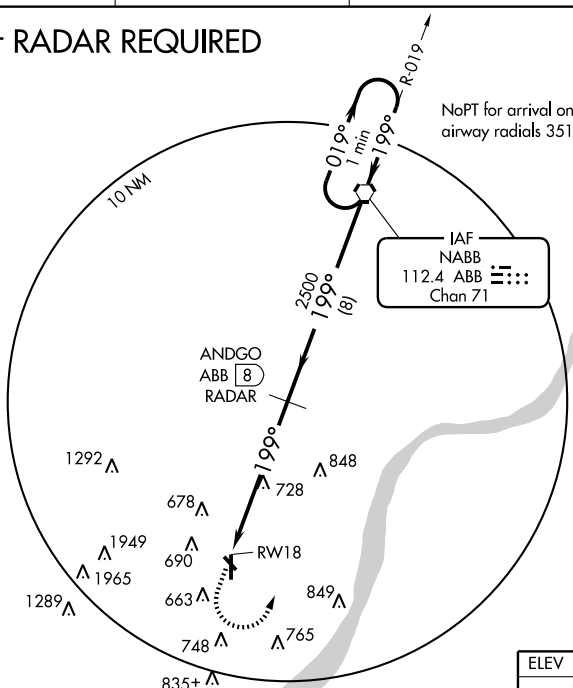
Obtain local altimeter on CTAF, when not received, use Louisville/Standiford altimeter setting. Inoperative table does not apply.

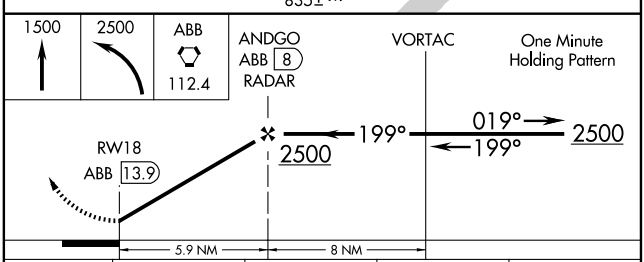
MALSR

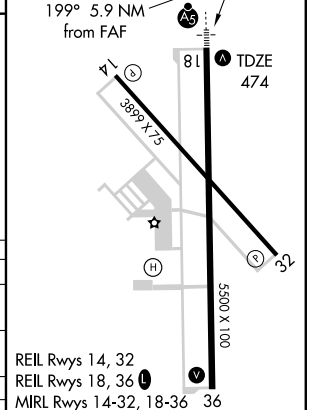
MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct ABB VORTAC and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
118.575	132.075 327.0	118.05	122.7 (CTAF) L

DME or RADAR REQUIRED





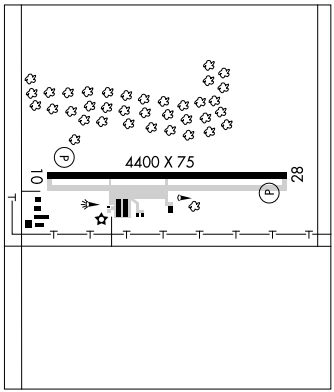


CATEGORY	A	B	C	D
S-18	1020-1	546 (600-1)	1020-1½ 546 (600-1½)	1020-1¾ 546 (600-1¾)
CIRCLING	1020-1	546 (600-1)	1020-1½ 546 (600-1½)	1100-2 626 (700-2)
LOUISVILLE/STANDIFORD ALTIMETER SETTING MINIMUMS				
S-18	1060-1	586 (600-1)	1060-1½ 586 (600-1½)	1060-1¾ 586 (600-1¾)
CIRCLING	1060-1	586 (600-1)	1060-1½ 586 (600-1½)	1140-2 666 (700-2)

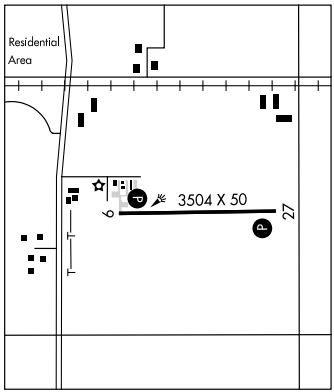
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

KENDALLVILLE MUNI (C62) 2 N UTC−5(−4DT) N41°28.36′ W85°15.65′ CHICAGO
1005 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF L–28I
RWY 10–28: H4400X75 (ASPH) S–12.5 MIRL IAP
RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 23′. Road.
RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 23′. Road.
AIRPORT REMARKS: Attended 1300–2230Z‡. For emergency call 260–242–2561. Glider ops May–Nov 1400Z‡–SS. ACTIVATE MIRL Rwy 10–28; REIL Rwys 10 and 28—CTAF. Crops 160′ N of centerline entire rwy length. Rwy 10 100′ from rwy end ground slopes down to 5′ below rwy height.
WEATHER DATA SOURCES: AWOS–3 119.925 (260) 347–2967.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WAYNE APP/DEP CON** 127.2 (SW/NW of active rwy) 132.15 (SE/NE of active rwy)
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 354° 29.8 NM to fld. 793/00 E.
WEBSTER LAKE (L) VORW 110.4 OLK N41°14.82′ W85°29.84′ 041° 17.3 NM to fld. NOTAM FILE HUF.
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Fort Wayne rwy usage.



KENTLAND MUNI (5ØI) 1 SE UTC−6(−5DT) N40°45.52′ W87°25.69′ CHICAGO
698 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF L–27D
RWY 09–27: H3504X50 (ASPH) HIRL IAP
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 36′. Crops.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1400–2200Z‡. Arpt unattended on holidays. 100LL and Jet A fuel avbl self svc. Rwy 09–27 unlgtd +37′ p–line 1267′ from west end marked with red balls. HIRL Rwy 09–27 ops low ints, to increase ints and ACTIVATE REIL Rwy 09 and Rwy 27 and PAPI Rwy 09 and Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 132.5
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BOILER (H) VORTACW 115.1 BVT Chan 98 N40°33.37′ W87°04.16′ 306° 20.4 NM to fld. 750/1E. **HIWAS.**



KNOX N41°19.32′ W86°38.96′. NOTAM FILE HUF. CHICAGO
(H) VOR/DME 115.6 OXI Chan 103 at Starke Co. 690/00E. H–5E, 10F, L–28I
VOR portion unusable: 213°–223° byd 35 NM blo 2700′
019°–039° blo 17500′ between 25–36 NM
DME portion unusable: 352°–342° byd 30 NM blo 3000′
RCO 122.1R 115.6T (TERRE HAUTE RADIO)

RNAV (GPS) RWY 28

KENDALLVILLE MUNI (C62)

APP CRS	Rwy Idg	4400
276°	TDZE	1005
	Apt Elev	1005

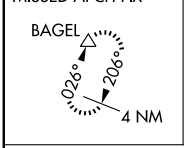
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 100 feet.

NA

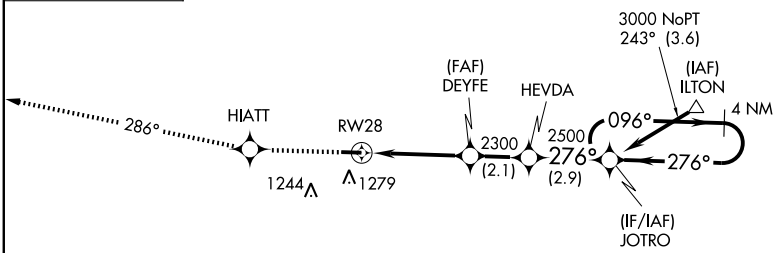
MISSED APPROACH: Climb to 3000 direct HIATT and via track 286° to BAGEL and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
119.925	127.2 284.6	122.8 (CTAF) L

MISSED APCH FIX

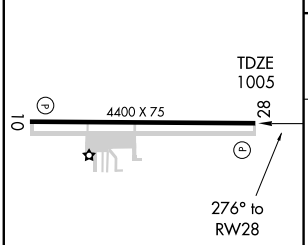


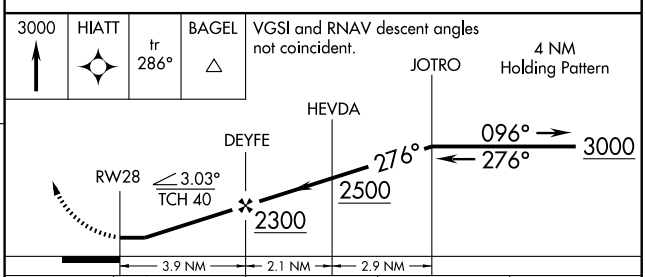
Procedure NA for arrival at ILTON on V92-126 eastbound.











CATEGORY	A	B	C	D
LNAV MDA	1520-1 515 (600-1)		NA	
CIRCLING	1580-1 575 (600-1)		NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FWA	APP CRS	Rwy Idg	N/A
117.8	354°	TDZE	N/A
Chan 125		Apt Elev	1005

VOR/DME-A

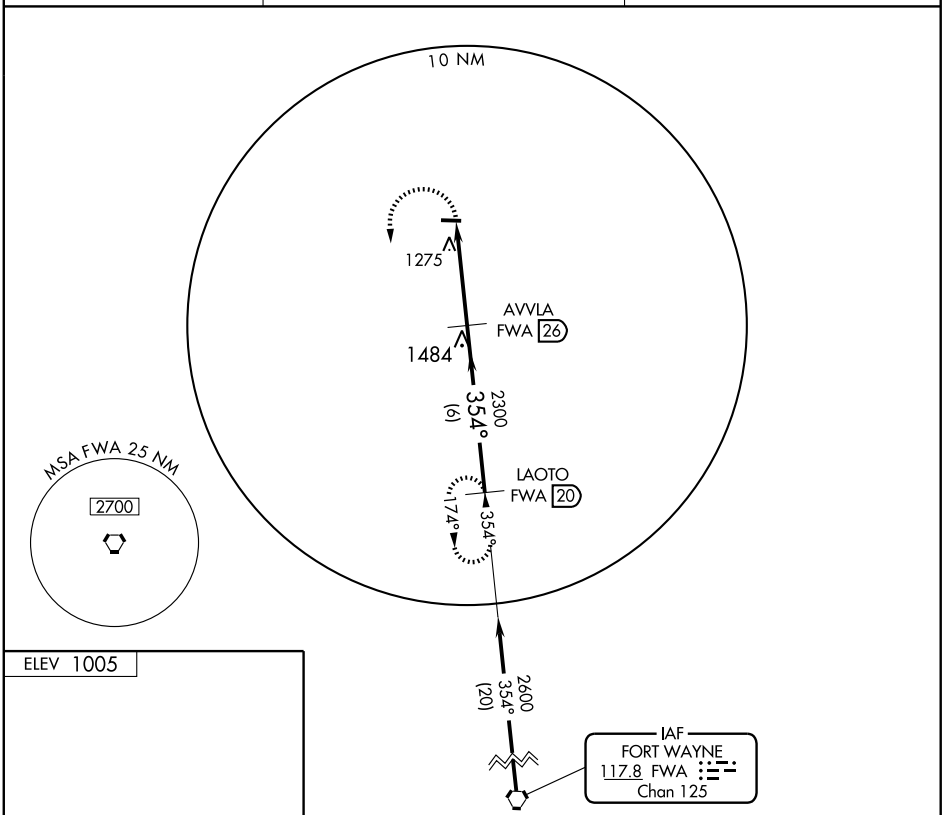
KENDALLVILLE MUNI (C62)

Obtain local altimeter setting on CTAF; when not received use Fort Wayne altimeter setting.

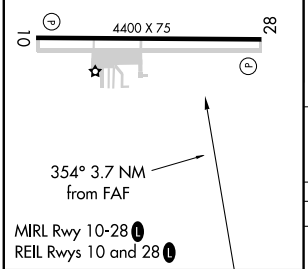
NA

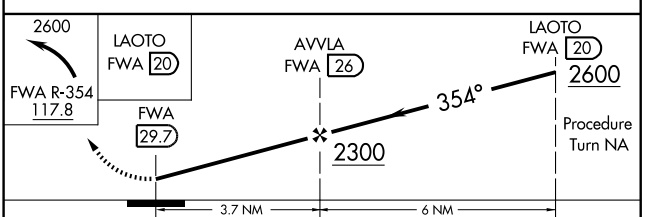
MISSED APPROACH: Climbing left turn to 2600 via FWA R-354 to LAOTO/FWA 20 DME and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
119.925	127.2 284.6	122.8 (CTAF) L



ELEV 1005



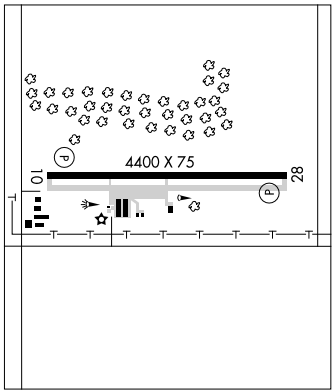


CATEGORY	A	B	C	D
CIRCLING	1740-1 735 (800-1)	1740-1¼ 735 (800-1¼)	NA	
FORT WAYNE ALTIMETER SETTING MINIMUMS				
CIRCLING	1840-1 835 (900-1)	1840-1¼ 835 (900-1¼)	NA	

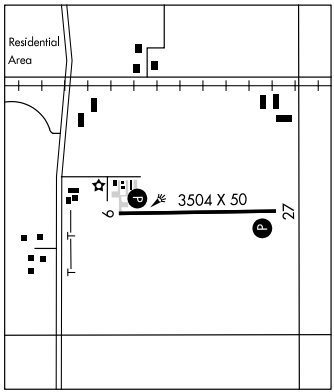
Knots	60	90	120	150	180
Min:Sec					

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

KENDALLVILLE MUNI (C62) 2 N UTC−5(−4DT) N41°28.36′ W85°15.65′ CHICAGO
1005 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF L–28I
RWY 10–28: H4400X75 (ASPH) S–12.5 MIRL IAP
RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 23′. Road.
RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 23′. Road.
AIRPORT REMARKS: Attended 1300–2230Z‡. For emergency call 260–242–2561. Glider ops May–Nov 1400Z‡–SS. ACTIVATE MIRL Rwy 10–28; REIL Rwys 10 and 28—CTAF. Crops 160′ N of centerline entire rwy length. Rwy 10 100′ from rwy end ground slopes down to 5′ below rwy height.
WEATHER DATA SOURCES: AWOS–3 119.925 (260) 347–2967.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WAYNE APP/DEP CON** 127.2 (SW/NW of active rwy) 132.15 (SE/NE of active rwy)
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 354° 29.8 NM to fld. 793/00 E.
WEBSTER LAKE (L) VORW 110.4 OLK N41°14.82′ W85°29.84′ 041° 17.3 NM to fld. NOTAM FILE HUF.
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Fort Wayne rwy usage.



KENTLAND MUNI (5ØI) 1 SE UTC−6(−5DT) N40°45.52′ W87°25.69′ CHICAGO
698 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF L–27D
RWY 09–27: H3504X50 (ASPH) HIRL IAP
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 36′. Crops.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1400–2200Z‡. Arpt unattended on holidays. 100LL and Jet A fuel avbl self svc. Rwy 09–27 unlgtd +37′ p–line 1267′ from west end marked with red balls. HIRL Rwy 09–27 ops low ints, to increase ints and ACTIVATE REIL Rwy 09 and Rwy 27 and PAPI Rwy 09 and Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 132.5
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BOILER (H) VORTACW 115.1 BVT Chan 98 N40°33.37′ W87°04.16′ 306° 20.4 NM to fld. 750/1E. **HIWAS.**



KNOX N41°19.32′ W86°38.96′. NOTAM FILE HUF. CHICAGO
(H) VOR/DME 115.6 OXI Chan 103 at Starke Co. 690/00E. H–5E, 10F, L–28I
VOR portion unusable: 213°–223° byd 35 NM blo 2700′
019°–039° blo 17500′ between 25–36 NM
DME portion unusable: 352°–342° byd 30 NM blo 3000′
RCO 122.1R 115.6T (TERRE HAUTE RADIO)

VORTAC BVT	APP CRS	Rwy Idg 3504
115.1	269°	TDZE 698
Chan 98		Apt Elev 698

VOR/DME RNAV or GPS RWY 27

KENTLAND MUNI (5ØI)

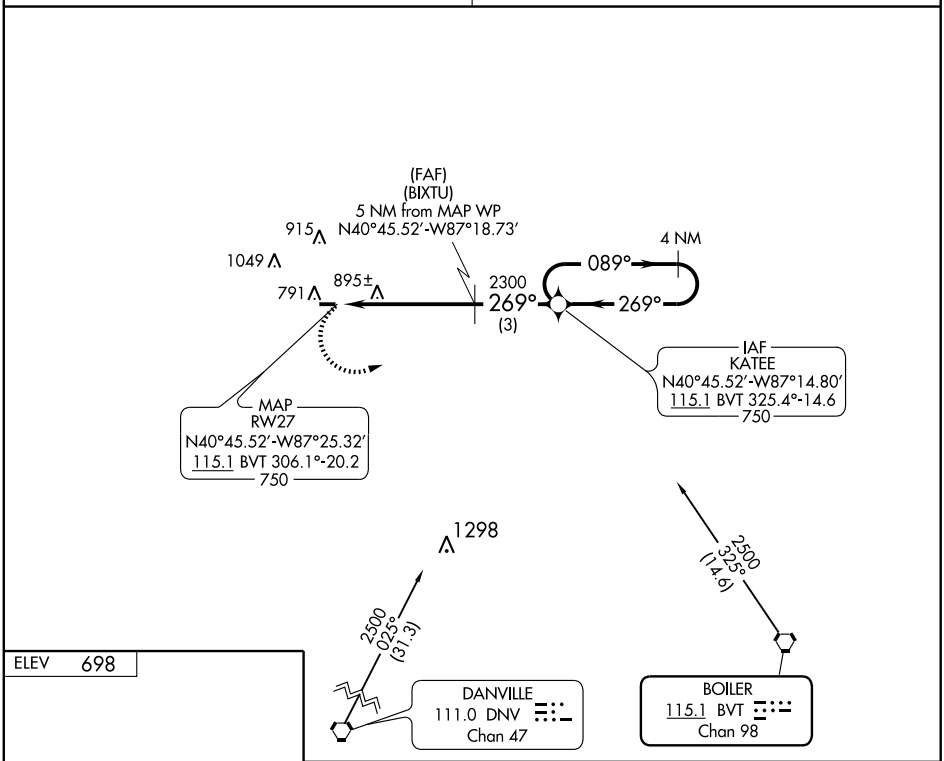
NA

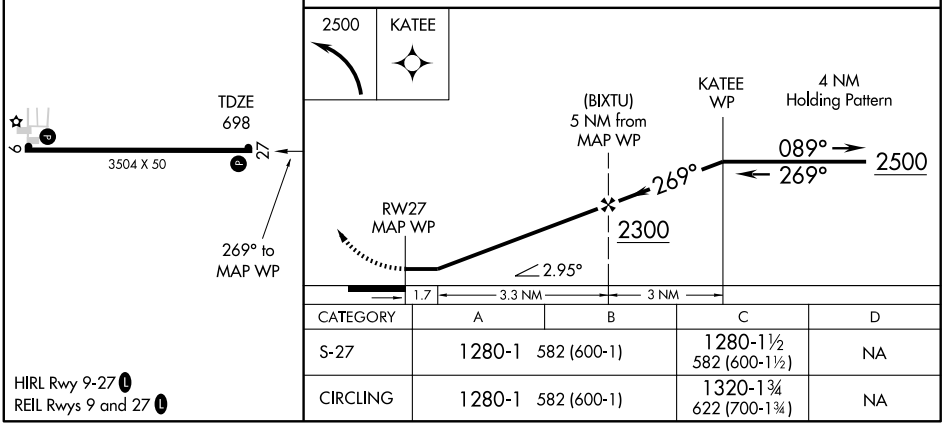
Use Lafayette altimeter setting.
ACTIVATE MIRL Rwy 9-27-CTAF.

MISSED APPROACH: Climbing left turn to 2500 direct KATEE WP and hold.

CHICAGO CENTER
132.5 258.1

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-27	1280-1	582 (600-1)	1280-1½ 582 (600-1½)	NA
CIRCLING	1280-1	582 (600-1)	1320-1¾ 622 (700-1¾)	NA

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC BVT	APP CRS	Rwy Idg	N/A
115.1	306°	TDZE	N/A
Chan 98		Apt Elev	698

VOR or GPS-A

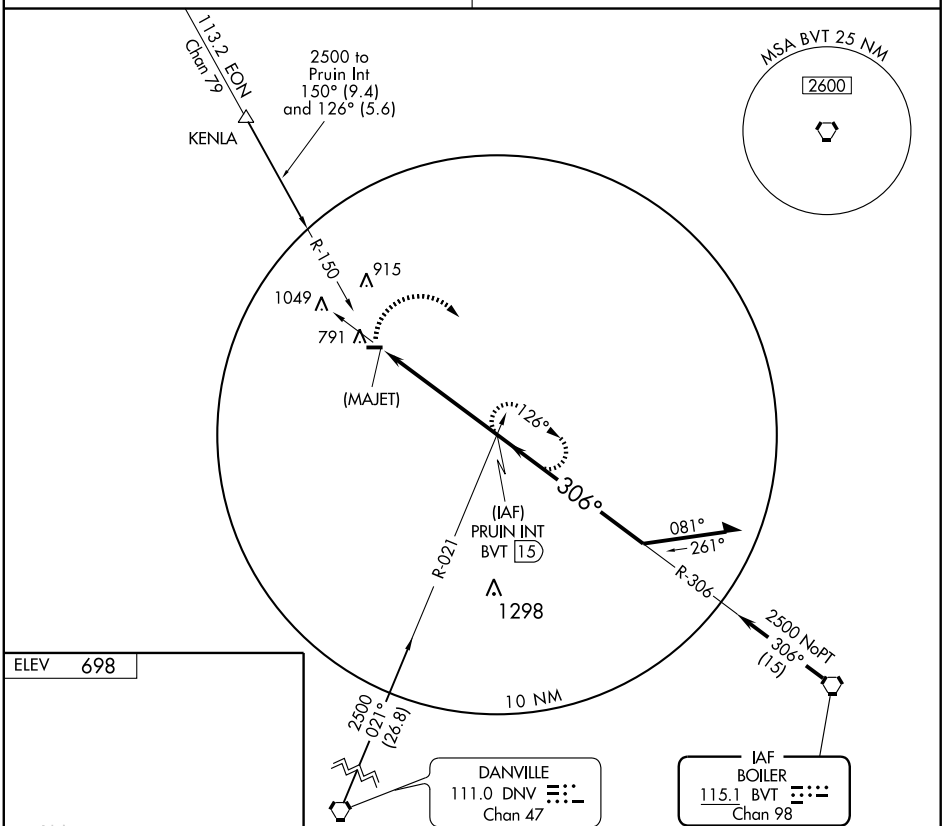
KENTLAND MUNI (5Ø1)

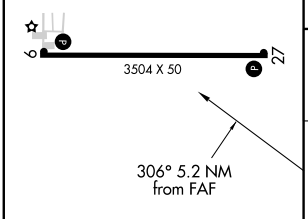
Use Lafayette altimeter setting.
Activate MIRL Rwy 9-27 CTAF.

NA

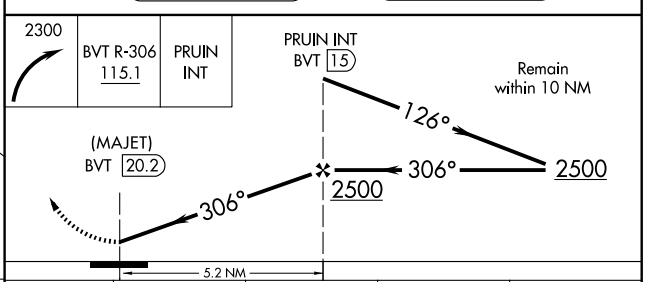
MISSED APPROACH: Climbing right turn to 2300 via BVT R-306 to PRUIN Int/15 DME and hold.

CHICAGO CENTER	UNICOM
132.5 258.1	122.8 (CTAF) L





HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



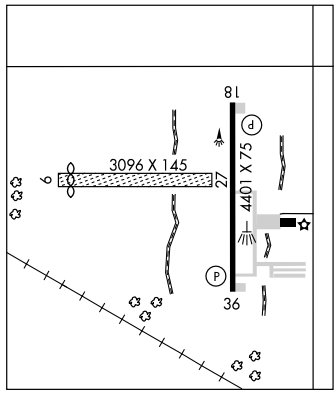
FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
CIRCLING	1300-1 602 (700-1)		1320-1¾ 622 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

KNOX

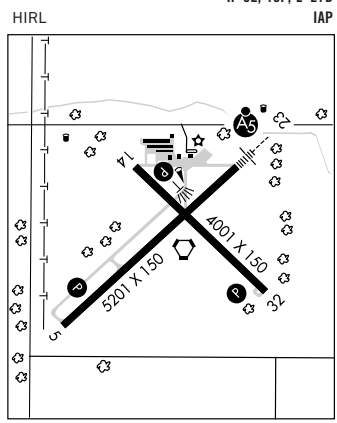
STARKE CO (OXI) 3 NW UTC−6(−5DT) N41°19.81′ W86°39.89′ CHICAGO
685 B **FUEL** 100LL NOTAM FILE HUF L–28I
RWY 18–36: H4401X75 (ASPH) S–30 MIRL IAP
RWY 18: REIL. PAPI(P2L)–GA 3.0° TCH 24′. Road. Rgt tfc.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Tree.
RWY 09–27: 3096X145 (TURF)
RWY 09: Thld dsplcd 285′. Crops. **RWY 27:** P–line.
AIRPORT REMARKS: Attended 1400Z–0000Z‡. Unattended Memorial Day, July 4th, Labor Day and Christmas, unless by prior req. 100LL self svc. Rwy 09–27 edges, thlds and Rwy 09 dsplcd thld marked with yellow cones.
WEATHER DATA SOURCES: AWOS–3 135.775 (574) 772–2041.
COMMUNICATIONS: CTAF/UNICOM 122.8
KNOX RCO 122.1R 115.6T (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ **CHICAGO CENTER APP/DEP CON** 135.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
KNOX (H) VOR/DME 115.6 OXI Chan 103 N41°19.32′ W86°38.96′ at fld. 690/00E.



KOKOMO

GLENNDALE (8I3) 5 SW UTC−5(−4DT) N40°26.00′ W86°12.20′ CHICAGO
850 S2 **FUEL** 100LL, MOGAS NOTAM FILE HUF
RWY 18–36: 2048X110 (TURF)
RWY 18: Thld dsplcd 292′. P–line. Rgt tfc. **RWY 36:** Thld dsplcd 300′. Road.
AIRPORT REMARKS: Attended Mon–Fri dalgt hrs. Rwy 18 and Rwy 36 dsplcd thlds marked with yellow metal markers. Rwy 18–36 crops 55′ left and right of centerline whole length of rwy.
COMMUNICATIONS: CTAF 122.9

KOKOMO MUNI (OKK) 4 NE UTC−5(−4DT) N40°31.69′ W86°03.54′ CHICAGO
830 B S4 **FUEL** 100LL, JET A1 + OX 3 NOTAM FILE OKK H–5E, 10F, L–27D
RWY 05–23: H5201X150 (ASPH–GRVD) S–56, D–75, 2S–95, 2D–95 HIRL IAP
RWY 05: REIL. PAPI(P2L). Trees. **RWY 23:** MALSR. Other.
RWY 14–32: H4001X150 (ASPH–GRVD) S–50, D–60, 2D–95 MIRL
RWY 14: REIL. PAPI(P2L). **RWY 32:** PAPI(P2L). Tree.
AIRPORT REMARKS: Attended Apr–Oct 1200–0000Z‡, Nov–Mar 1200–2300Z‡. ACTIVATE HIRL Rwy 05–23 and MIRL Rwy 14–32; PAPI Rwy 05, Rwy 14, and Rwy 32, REIL Rwy 05, Rwy 14, and MALSR Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 113.5 OKK (765) 452–3014.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.1R 113.5T (TERRE HAUTE RADIO)
Ⓡ **GRISSOM APP/DEP CON** 121.05 (1200–0400Z‡) **CLNC DEL** 120.0
Ⓡ **CHICAGO CENTER APP/DEP CON** 121.05 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE OKK.
(H) VORTAC 113.5 OKK Chan 82 N40°31.67′ W86°03.48′ at fld. 830/00E. **AWOS–3**.
ILS 108.9 I–OKK Rwy 23. Unmonitored.



LAFAYETTE N40°24.74′ W86°56.22′ CHICAGO
RCO 122.35 122.2 (TERRE HAUTE RADIO) L–27D

WAAS	APP CRS	Rwy Idg	4401
CH 87108	181°	TDZE	685
W18A		Apt Elev	685

RNAV (GPS) RWY 18

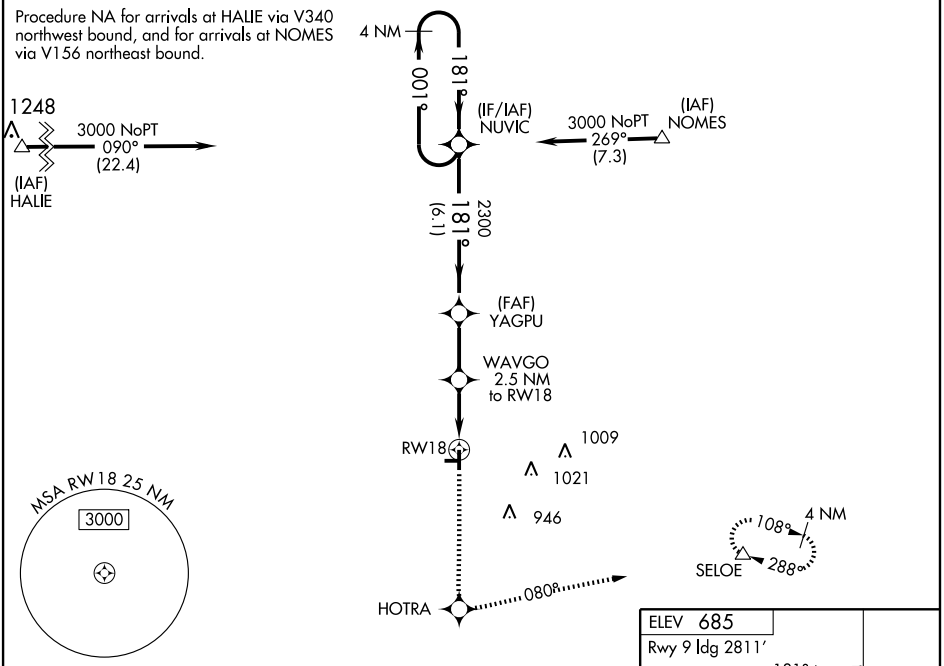
KNOX/ STARKE COUNTY (OXI)

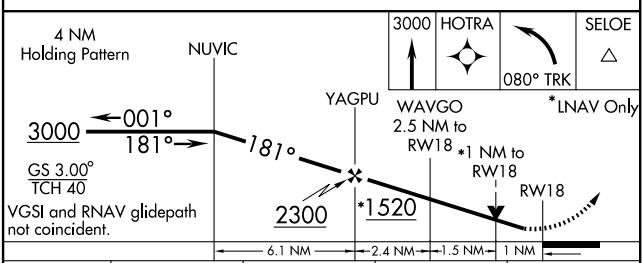
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using South Bend Rgnl altimeter setting. Obtain local altimeter setting on CTAF, when not received use South Bend Rgnl altimeter setting and increase all MDA/DA 80 feet, increase LPV and LNAV/VNAV visibilities ¼ mile all Cats, increase LNAV Cat C, D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct HOTRA and left turn via 080° track to SELOE and hold.

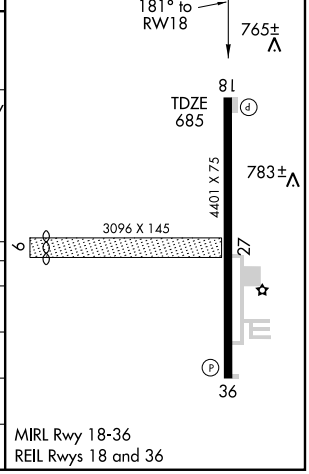
AWOS-3	SOUTH BEND APP CON*		UNICOM
135.775	132.05	257.8	122.8 (CTAF)

Procedure NA for arrivals at HALIE via V340 northwest bound, and for arrivals at NOMES via V156 northeast bound.





CATEGORY	A	B	C	D
LPV DA	935-1 250 (300-1)			
LNAV/ VNAV DA	1035-1¼ 350 (400-1¼)			
LNAV MDA	1040-1 355 (400-1)			1040-1¼ 355 (400-1¼)
CIRCLING	1100-1 415 (500-1)	1140-1 455 (500-1)	1140-1½ 455 (500-1½)	1240-2 555 (500-2)



MIRL Rwy 18-36
REIL Rwys 18 and 36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME OXI	APP CRS	Rwy Idg	4401
115.6	157°	TDZE	685
Chan 103		Apt Elev	685

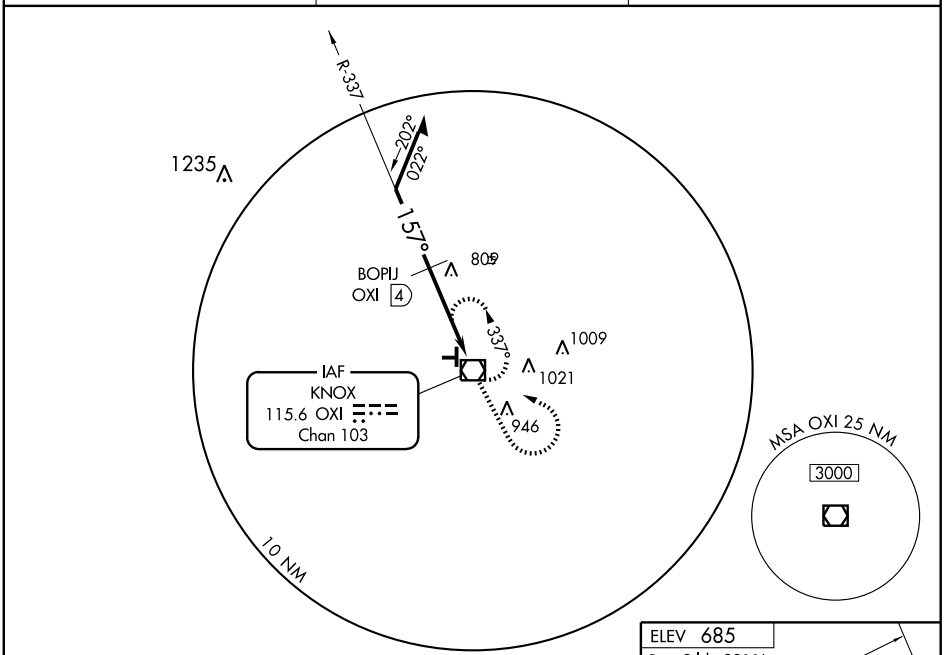
VOR RWY 18

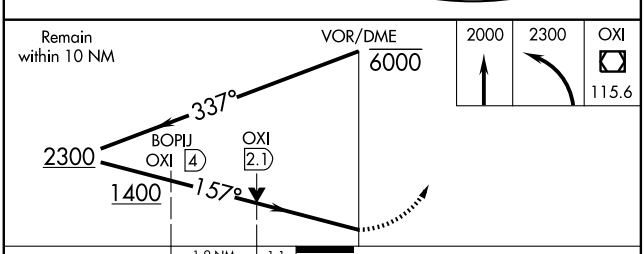
KNOX/ STARKE COUNTY (OXI)

Visibility reduction by helicopters NA. VDP NA when using South Bend altimeter setting. Obtain local altimeter setting on CTAF, when not received, use South Bend altimeter setting and increase all MDA 80 ft. Increase S-18 and circling Cat B, C, D visibilities ¼ mile. BOPIJ fix minimums when using South Bend altimeter setting, increase S-18 Cat C, D visibilities ¼ mile.

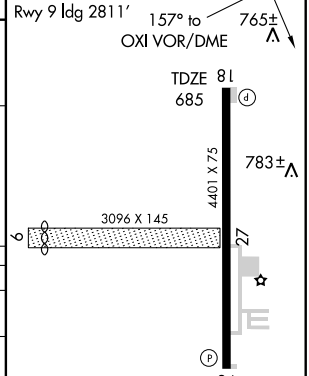
MISSED APPROACH: Climb to 2000, then climbing left turn to 2300 direct OXI VOR/DME and hold. Continue climb-in-hold to 2300.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
135.775	132.05 257.8	122.8 (CTAF)





CATEGORY	A	B	C	D
S-18	1400-1 715 (800-1)		1400-2 715 (800-2)	1400-2¼ 715 (800-2¼)
CIRCLING	1400-1 715 (800-1)		1400-2 715 (800-2)	1400-2¼ 715 (800-2¼)
BOPIJ FIX MINIMUMS				
S-18	1060-1 375 (400-1)			1060-1¼ 375 (400-1¼)
CIRCLING	1100-1 415 (500-1)	1140-1 455 (500-1)	1140-1½ 455 (500-1½)	1240-2 555 (600-2)

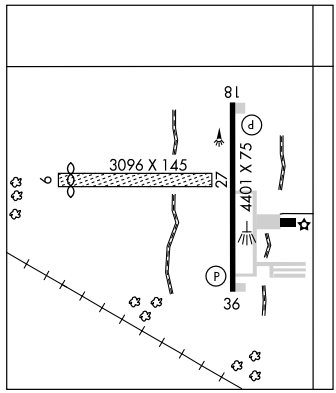


MIRL Rwy 18-36
REIL Rwys 18 and 36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

KNOX

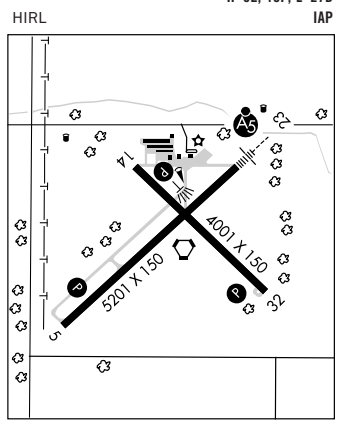
STARKE CO (OXI) 3 NW UTC−6(−5DT) N41°19.81′ W86°39.89′ CHICAGO
685 B **FUEL** 100LL NOTAM FILE HUF L–28I
RWY 18–36: H4401X75 (ASPH) S–30 MIRL IAP
RWY 18: REIL. PAPI(P2L)–GA 3.0° TCH 24′. Road. Rgt tfc.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Tree.
RWY 09–27: 3096X145 (TURF)
RWY 09: Thld dsplcd 285′. Crops. **RWY 27:** P–line.
AIRPORT REMARKS: Attended 1400Z–0000Z‡. Unattended Memorial Day, July 4th, Labor Day and Christmas, unless by prior req. 100LL self svc. Rwy 09–27 edges, thlds and Rwy 09 dsplcd thld marked with yellow cones.
WEATHER DATA SOURCES: AWOS–3 135.775 (574) 772–2041.
COMMUNICATIONS: CTAF/UNICOM 122.8
KNOX RCO 122.1R 115.6T (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ **CHICAGO CENTER APP/DEP CON** 135.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
KNOX (H) VOR/DME 115.6 OXI Chan 103 N41°19.32′ W86°38.96′ at fld. 690/00E.



KOKOMO

GLENNDALE (8I3) 5 SW UTC−5(−4DT) N40°26.00′ W86°12.20′ CHICAGO
850 S2 **FUEL** 100LL, MOGAS NOTAM FILE HUF
RWY 18–36: 2048X110 (TURF)
RWY 18: Thld dsplcd 292′. P–line. Rgt tfc. **RWY 36:** Thld dsplcd 300′. Road.
AIRPORT REMARKS: Attended Mon–Fri dalgt hrs. Rwy 18 and Rwy 36 dsplcd thlds marked with yellow metal markers. Rwy 18–36 crops 55′ left and right of centerline whole length of rwy.
COMMUNICATIONS: CTAF 122.9

KOKOMO MUNI (OKK) 4 NE UTC−5(−4DT) N40°31.69′ W86°03.54′ CHICAGO
830 B S4 **FUEL** 100LL, JET A1 + OX 3 NOTAM FILE OKK H–5E, 10F, L–27D
RWY 05–23: H5201X150 (ASPH–GRVD) S–56, D–75, 2S–95, 2D–95 HIRL IAP
RWY 05: REIL. PAPI(P2L). Trees. **RWY 23:** MALSR. Other.
RWY 14–32: H4001X150 (ASPH–GRVD) S–50, D–60, 2D–95 MIRL
RWY 14: REIL. PAPI(P2L). **RWY 32:** PAPI(P2L). Tree.
AIRPORT REMARKS: Attended Apr–Oct 1200–0000Z‡, Nov–Mar 1200–2300Z‡. ACTIVATE HIRL Rwy 05–23 and MIRL Rwy 14–32; PAPI Rwy 05, Rwy 14, and Rwy 32, REIL Rwy 05, Rwy 14, and MALSR Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 113.5 OKK (765) 452–3014.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.1R 113.5T (TERRE HAUTE RADIO)
Ⓡ **GRISSOM APP/DEP CON** 121.05 (1200–0400Z‡) **CLNC DEL** 120.0
Ⓡ **CHICAGO CENTER APP/DEP CON** 121.05 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE OKK.
(H) VORTAC 113.5 OKK Chan 82 N40°31.67′ W86°03.48′ at fld. 830/00E. **AWOS–3**.
ILS 108.9 I–OKK Rwy 23. Unmonitored.



LAFAYETTE N40°24.74′ W86°56.22′ CHICAGO
RCO 122.35 122.2 (TERRE HAUTE RADIO) L–27D

LOC I-OKK	APP CRS	Rwy Idg	5201
108.9	227°	TDZE	827
		Apt Elev	830

ILS or LOC RWY 23

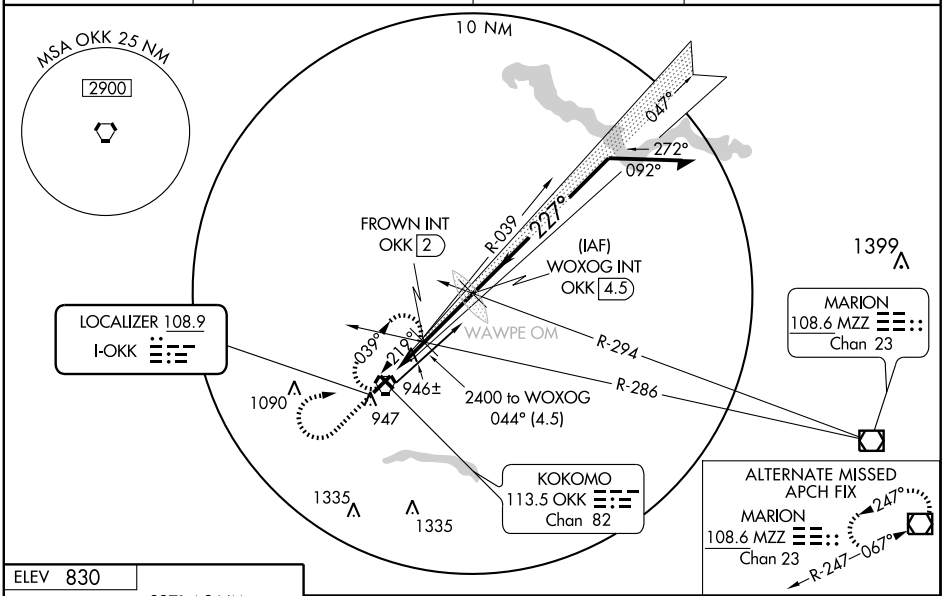
KOKOMO MUNI (OKK)

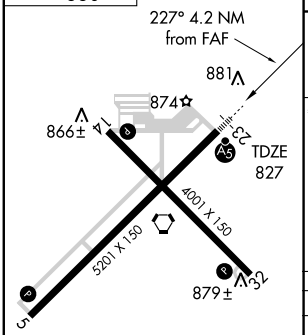
Circling to Rwy 14 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all DA to 1173 and all MDA 100 feet; increase S-LOC 23 Cat D visibility ¼ mile. Inoperative table does not apply to S-ILS 23 all Cats and S-LOC 23 Cats A and B. For inoperative MALSR increase S-LOC 23 Cat C visibility to 1¼. Frown Fix minimums increase S-Loc 23 Cat D visibility to 1¼. For inoperative MALSR when using Muncie altimeter setting, increase S-ILS 23 visibility all Cats to 1¼. Frown fix minimums increase S-LOC 23 Cat C visibility to 1¼.

MALSR

MISSED APPROACH: Climb to 2400 then climbing right turn to 2600 direct OKK VORTAC and hold.

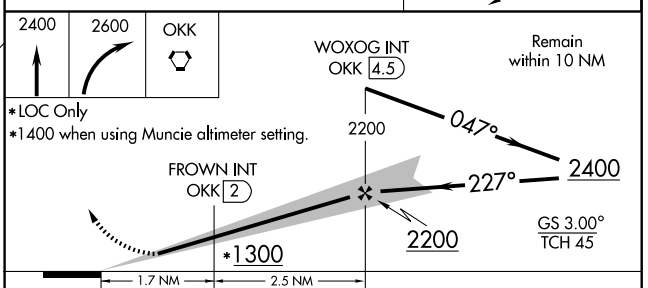
AWOS-3	GRISSOM APP CON★	CLNC DEL	UNICOM
113.5	121.05 379.3	120.0	123.0 (CTAF) L





MIRL Rwy 14-32 L
REIL Rwys 5 and 14 L
HIRL Rwy 5-23 L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 23		1077-1 250 (300-1)		
S-LOC 23		1300-1 473 (500-1)		
CIRCLING	1300-1 470 (500-1)		1300-1½ 470 (500-1½)	1380-2 550 (600-2)
FROWN FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 23		1200-1 373 (400-1)		
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 5

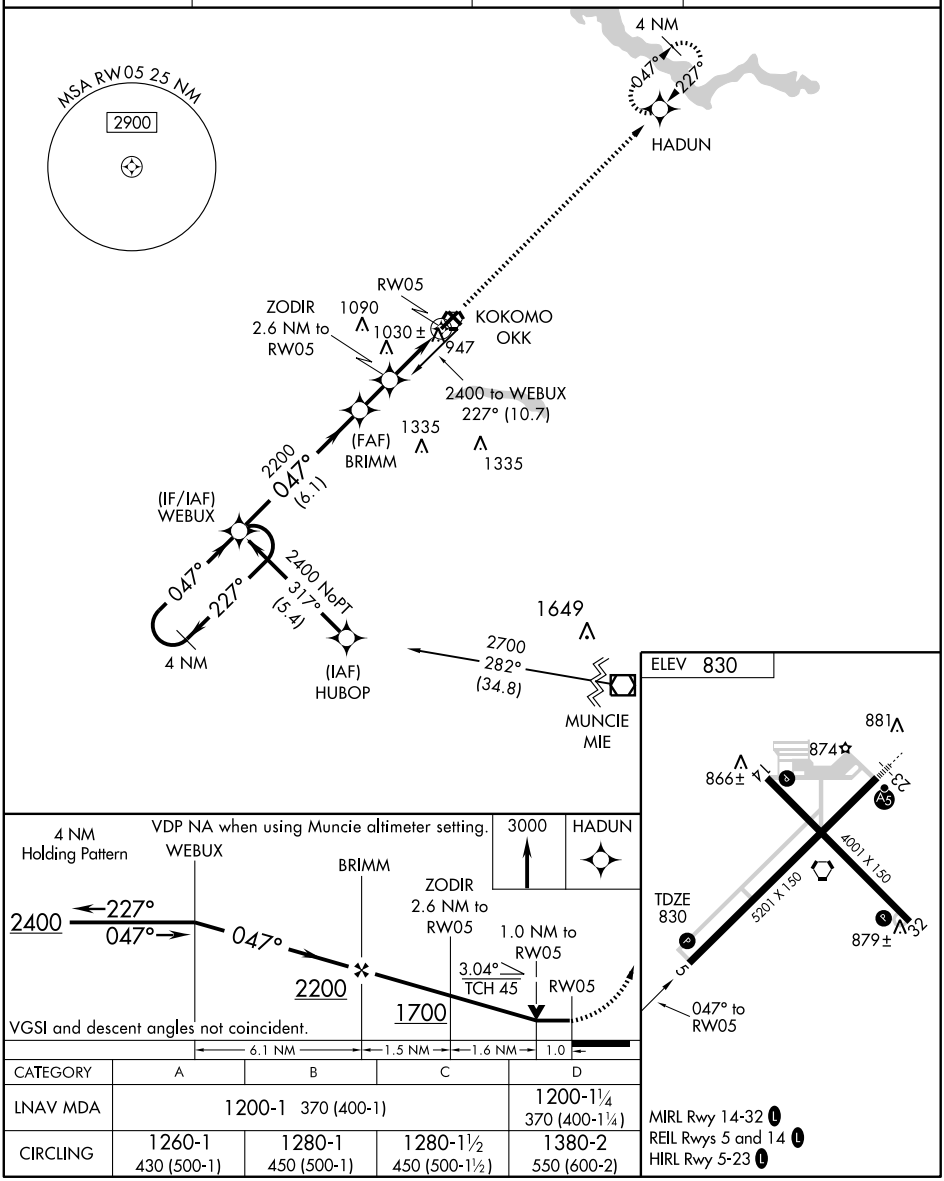
KOKOMO MUNI (OKK)

APP CRS	Rwy Idg	5201
047°	TDZE	830
	Apt Elev	830

Circling to Rwy 14 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all MDA 100 feet and increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HADUN and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
113.5	121.05 379.3	120.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1200-1 370 (400-1)			1200-1¼ 370 (400-1¼)
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

MIRL Rwy 14-32 L
REIL Rwys 5 and 14 L
HIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5201
Ch 40119	227°	TDZE	827
W23A		Apt Elev	830

RNAV (GPS) RWY 23

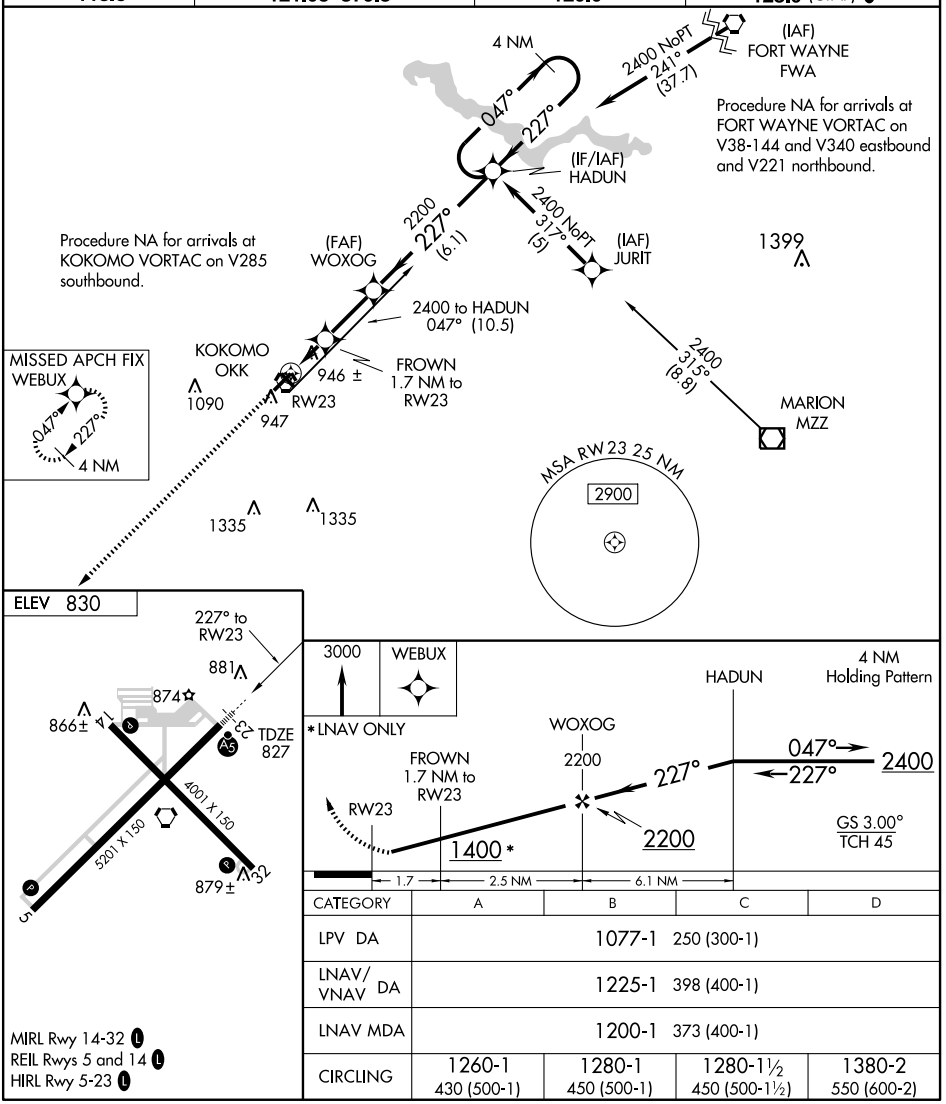
KOKOMO MUNI (OKK)

Circling to Rwy 14 NA at night. DME/DME -0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). Baro-VNAV NA when using Muncie altimeter setting. When local altimeter setting not received, use Muncie altimeter setting and increase all DA and MDA 100 feet and increase LNAV/VNAV all Cats visibility ¼ mile. Inoperative table does not apply to LPV all Cats and LNAV Cats A, B, and C. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Muncie altimeter setting, increase LNAV/VNAV all Cats visibility to 1¾, LNAV Cat C visibility to 1¼ and Cat D visibility to 1½. When using Muncie altimeter setting, inoperative table does not apply to LNAV Cats A and B.

MALSR

MISSED APPROACH: Climb to 3000 direct WEBUX and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
113.5	121.05 379.3	120.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1077-1 250 (300-1)			
LNAV/ VNAV DA	1225-1 398 (400-1)			
LNAV MDA	1200-1 373 (400-1)			
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

MIRL Rwy 14-32 L
REIL Rwys 5 and 14 L
HIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OKK 113.5 Chan 82	APP CRS 219°	Rwy Idg 5201 TDZE 827 Apt Elev 830

VOR RWY 23

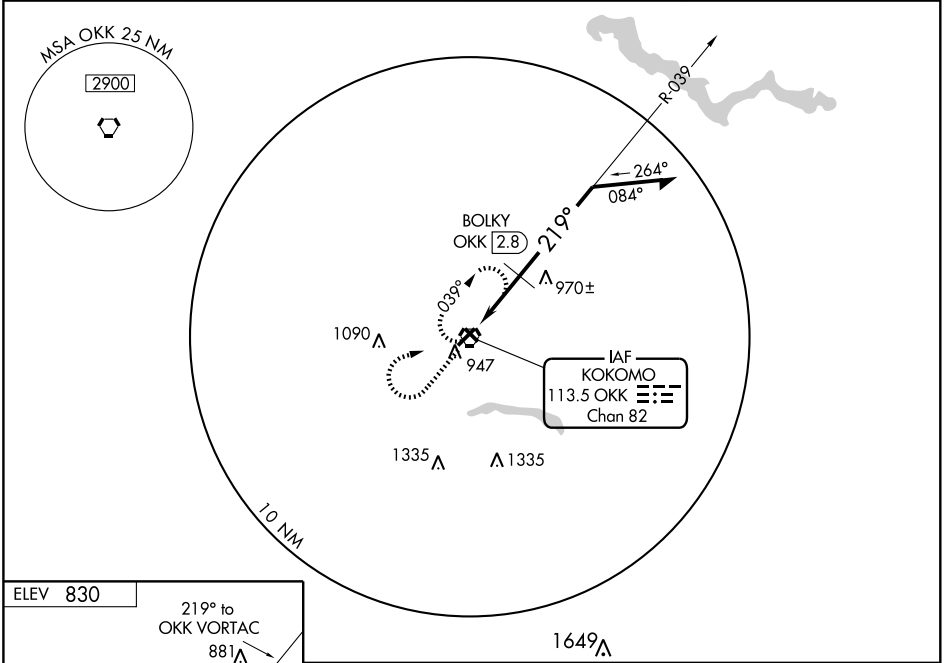
KOKOMO MUNI (OKK)

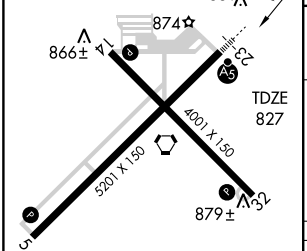
Circling to Rwy 14 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all MDA 100 feet and increase S-23 Cats C and D and Circling Cat C visibility ¼ mile.
Inoperative table does not apply to S-23 Cats A and B. BOLKY FIX MINIMUMS; For inoperative MALSR increase Cat D visibility to 1¼. BOLKY FIX MINIMUMS: For inoperative MALSR when using Muncie altimeter setting, increase S-23 Cat C visibility to 1¼.

MALSR

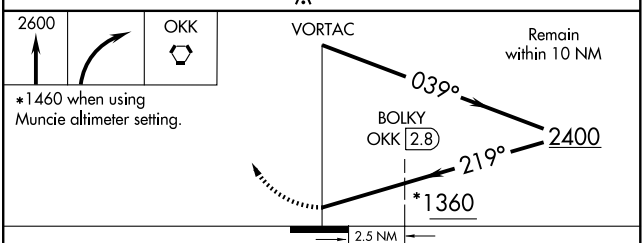
MISSED APPROACH: Climb to 2600 then right turn direct OKK VORTAC and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
113.5	121.05 379.3	120.0	123.0 (CTAF) L





MIRL Rwy 14-32 L
REIL Rwys 5 and 14 L
HIRL Rwy 5-23 L



CATEGORY	A	B	C	D
S-23	1360-1 533 (600-1)			1360-1¼ 533 (600-1¼)
CIRCLING	1360-1 530 (600-1)		1360-1½ 530 (600-1½)	1380-2 550 (600-2)
BOLKY FIX MINIMUMS				
S-23	1220-1 393 (400-1)			
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OKK	APP CRS	Rwy Idg	4001
113.5	307°	TDZE	826
Chan 82		Apt Elev	830

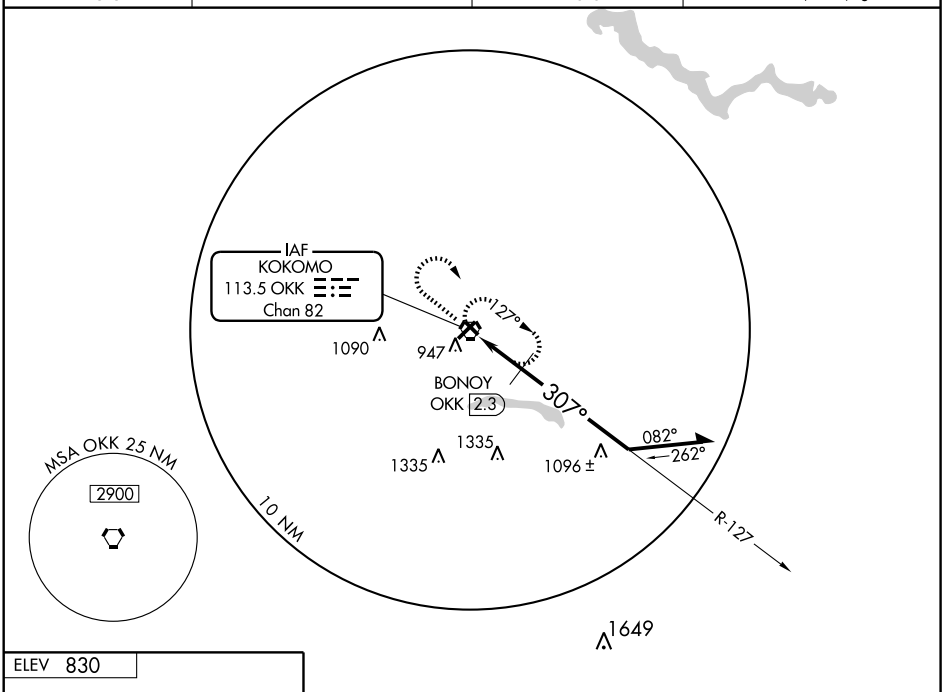
VOR RWY 32

KOKOMO MUNI (OKK)

Circling to Rwy 14 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all MDA 100 feet, increase S-32 Cat C visibility ¼ mile. BONOY FIX MINIMUMS: increase S-32 Cat C and D visibility ¼ mile. VDP NA when using Muncie altimeter setting.

MISSED APPROACH: Climb to 2600 then right turn direct OKK VORTAC and hold.

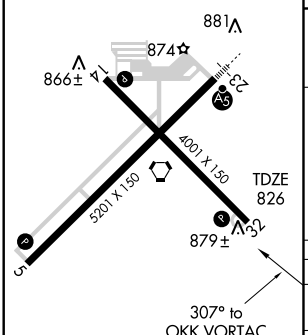
AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
113.5	121.05 379.3	120.0	123.0 (CTAF) L



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

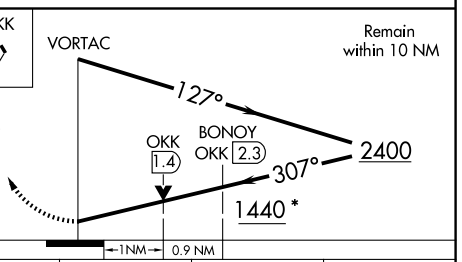
ELEV 830



MIRL Rwy 14-32 L
REIL Rwys 5 and 14 L
HIRL Rwy 5-23 L

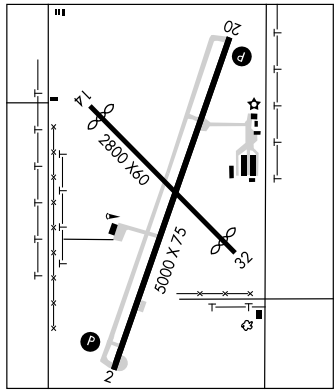
2600		OKK

∗1540 when using Muncie altimeter setting.



CATEGORY	A	B	C	D
S-32	1440-1 614 (700-1)		1440-1¾ 614 (700-1¾)	1440-2 614 (700-2)
CIRCLING	1440-1 610 (700-1)		1440-1¾ 610 (700-1¾)	1440-2 610 (700-2)
BONOY FIX MINIMUMS				
S-32	1200-1 374 (400-1)			1200-1¼ 374 (400-1¼)
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

LA PORTE MUNI (PPO) 3 S UTC−6(−5DT) N41°34.35′ W86°44.07′ CHICAGO
812 B S2 **FUEL** 100LL, JET A, MOGAS NOTAM FILE HUF H–5E, 10F, L–28I
RWY 02–20: H5000X75 (ASPH–GRVD) S–18 MIRL IAP
RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 22′. Trees.
RWY 20: REIL. PAPI(P2L)—GA 3.45° TCH 27′. Trees.
RWY 14–32: H2800X60 (ASPH) 0.4% up NW
RWY 14: Thld dsplcd 200′. Road.
RWY 32: Thld dsplcd 200′. Road.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat–Sun 1400–2200Z‡. For svc other hrs call 219–363–5109 or 219–608–4707. CAUTION: Farm equipment on or near acft ops area. ACTIVATE MIRL Rwy 02–20; REIL and PAPI Rwy 02–20—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.825 (219) 326–6916.
COMMUNICATIONS: CTAF/UNICOM 123.0
KNOX RCO 122.1R, 115.6T (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 135.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
KNOX (H) VOR/DME 115.6 OXI Chan 103 N41°19.32′ W86°38.96′ 346° 15.5 NM to fld. 690/00E.
NDB (MHW) 356 IUL N41°29.94′ W86°46.27′ 024° 4.7 NM to fld. NDB unmonitored 0100–1300Z‡.
ILS 110.95 I–PPO Rwy 02. LOC only. LOC unmonitored 0100–1300Z‡.

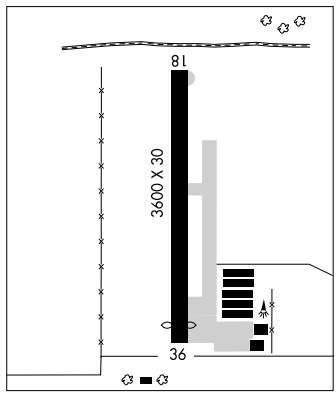


LAREZ N39°47.19′ W86°11.78′ NOTAM FILE IND. ST LOUIS
NDB (LOM) 349 FV 230° 6.2 NM to Indianapolis Intl.

LARSH (See COLFAX)

LEBANON

BOONE CO (6I4) 2 SE UTC−5(−4DT) N40°00.44′ W86°26.43′ CHICAGO
959 B S4 TPA–1900 (941) NOTAM FILE HUF L–27D
RWY 18–36: H3600X30 (CONC) S–10.5 LIRL (NSTD)
RWY 18: Crops. **RWY 36:** Thld dsplcd 200′. Crops.
AIRPORT REMARKS: Attended 1300‡–dusk. Ultralights on and invof arpt. Rwy 18–36 has loose gravel and cracks. Rwy 18–36 NSTD LIRL–lights 24′ from rwy edge. ACTIVATE LIRL Rwy 18–36—122.8.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BRICKYARD (H) VORTACW 116.3 VHP Chan 110 N39°48.88′ W86°22.05′ 343° 12 NM to fld. 823/1E.



LEE BOTTOM (See HANOVER)

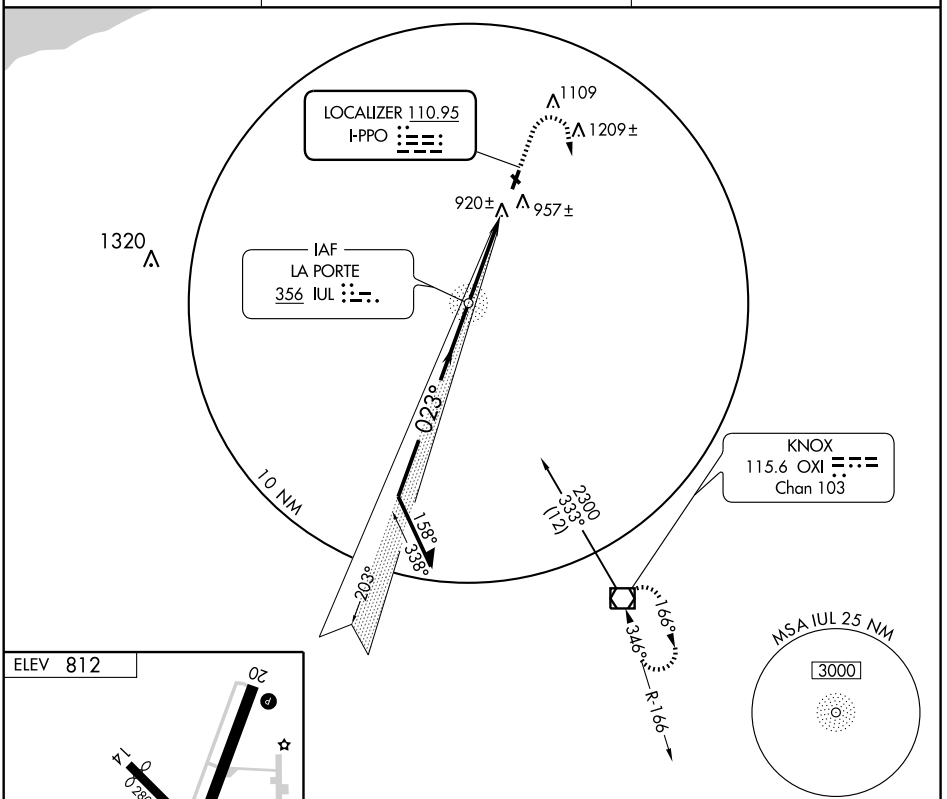
LOC I-PPO	APP CRS	Rwy Idg	5000
110.95	023°	TDZE	805
		Apt Elev	812

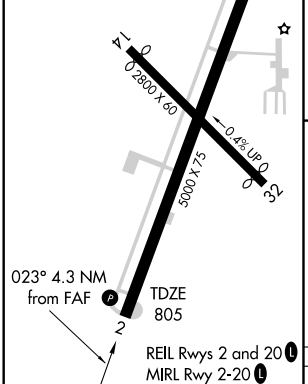
LOC/NDB RWY 2
LA PORTE MUNI (PPO)

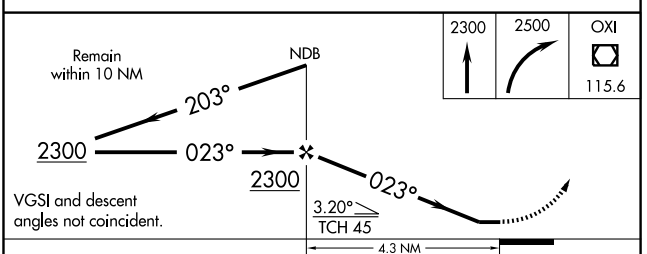
T
NA
When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 60 feet and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2300 then climbing right turn to 2500 direct OXI VOR/DME and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
119.825	132.05 257.8	123.0 (CTAF) L







FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
S-2	1220-1	415 (500-1)	1220-1¼	415 (500-1¼)
CIRCLING	1360-1	548 (600-1)	1360-1½ 548 (600-1½)	1380-2 568 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
023°	TDZE	805
	Apt Elev	812

RNAV (GPS) RWY 2

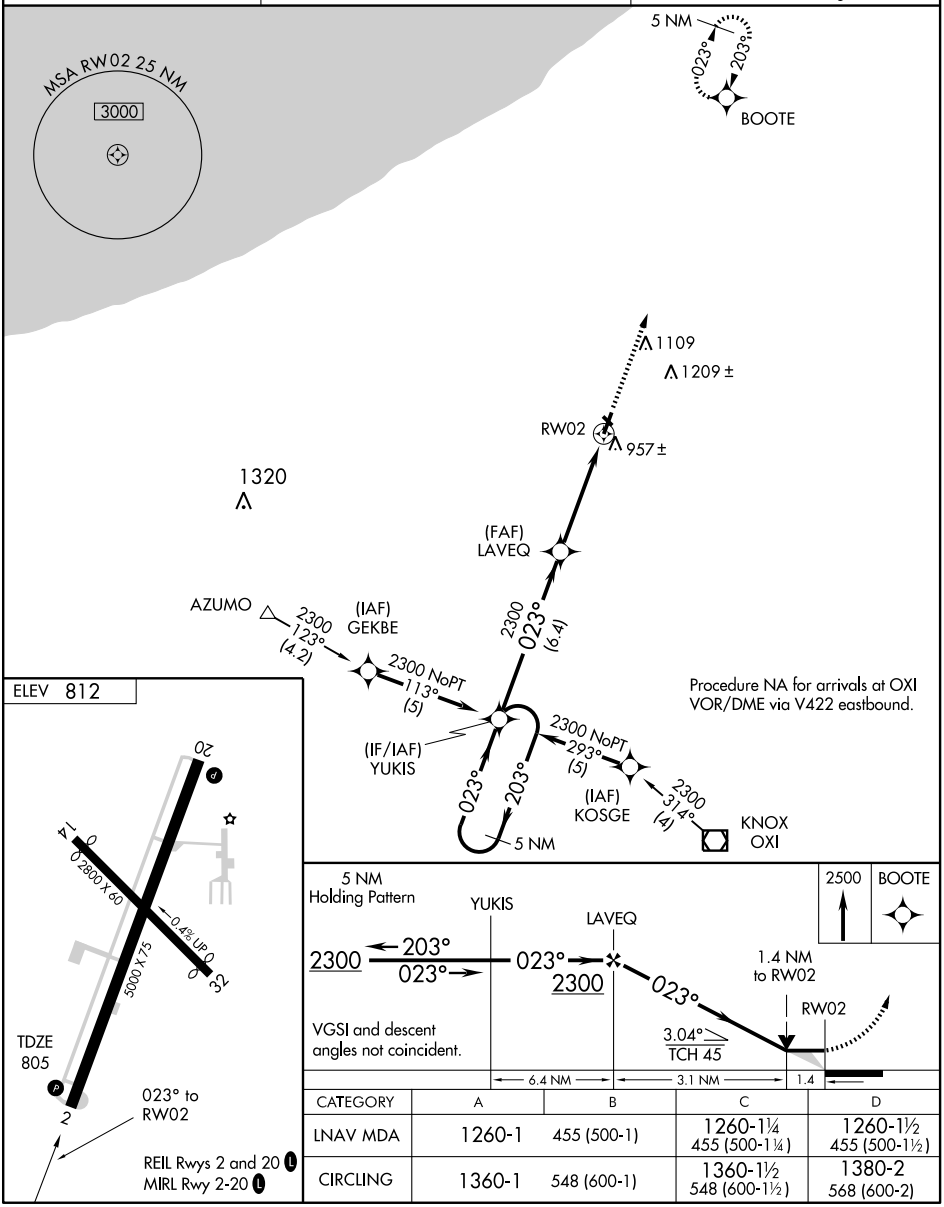
LA PORTE MUNI (PPO)

When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 60 feet and circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. VDP NA with South Bend altimeter setting.

NA

MISSED APPROACH: Climb to 2500 direct BOOTE and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
119.825	132.05 257.8	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1260-1	455 (500-1)	1260-1¼ 455 (500-1¼)	1260-1½ 455 (500-1½)
CIRCLING	1360-1	548 (600-1)	1360-1½ 548 (600-1½)	1380-2 568 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

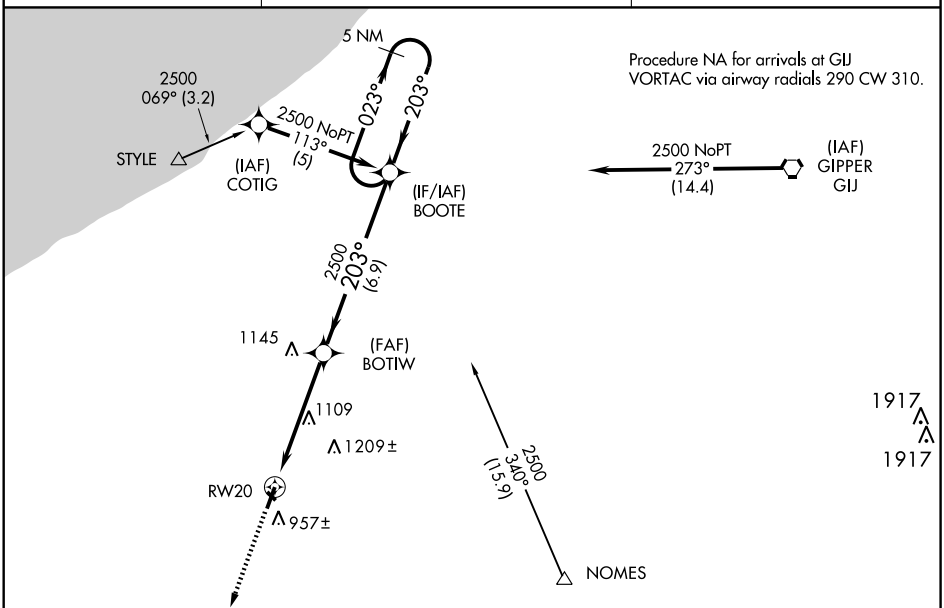
APP CRS	Rwy Idg	5000
203°	TDZE	812
	Apt Elev	812

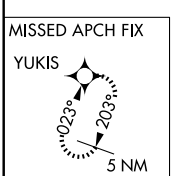
RNAV (GPS) RWY 20
LA PORTE MUNI (PPO)

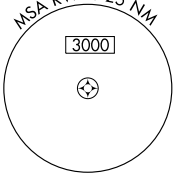
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.
NA VDP NA with South Bend altimeter setting.

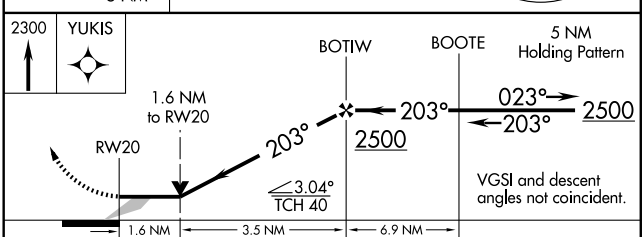
MISSED APPROACH: Climb to 2300 direct YUKIS and hold.

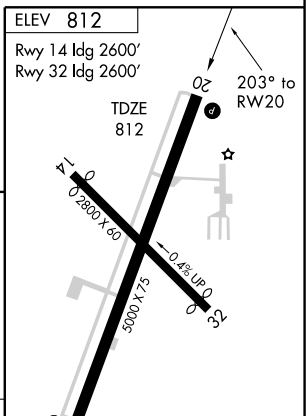
AWOS-3	SOUTH BEND APP CON ★	UNICOM
119.825	132.05 257.8	123.0 (CTAF) L











CATEGORY	A	B	C	D
LNAV MDA	1420-1	608 (700-1)	1420-1¾ 608 (700-1¾)	1420-2 608 (700-2)
CIRCLING	1420-1	608 (700-1)	1420-1¾ 608 (700-1¾)	1420-2 608 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME OXI	APP CRS	Rwy Idg	N/A
115.6	346°	TDZE	N/A
Chan 103		Apt Elev	812

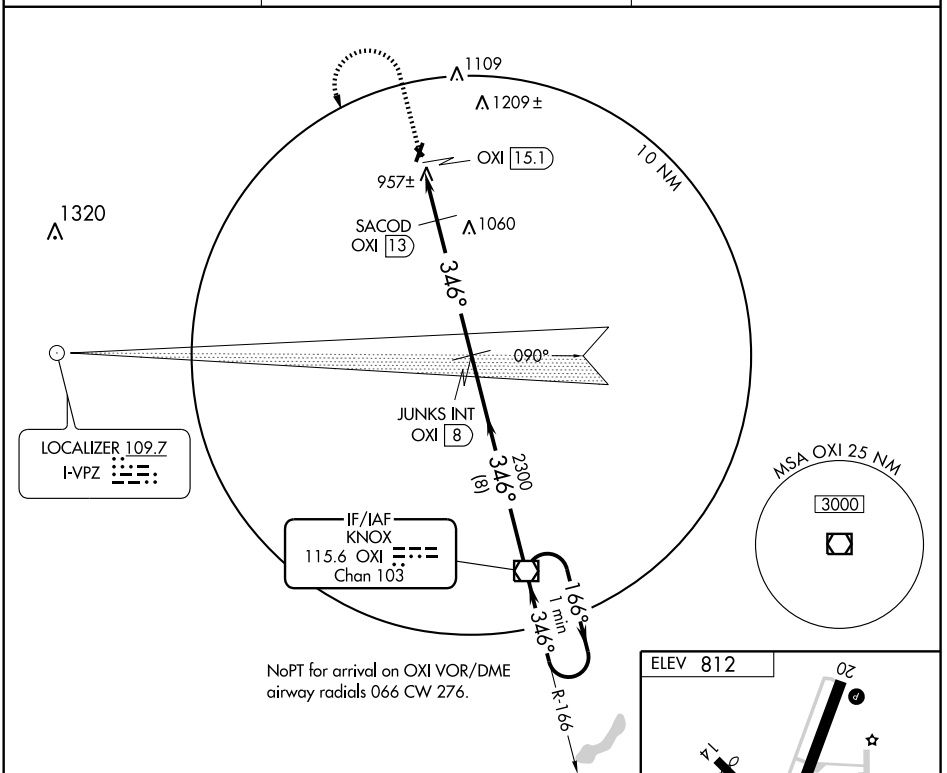
VOR-A

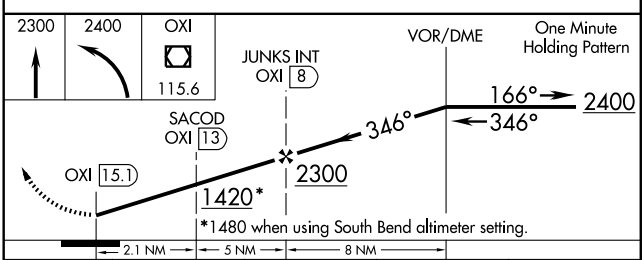
LA PORTE MUNI (PPO)

When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 60 feet.
SACOD Fix Minimums: Increase Circling Cat C visibility ¼ mile.

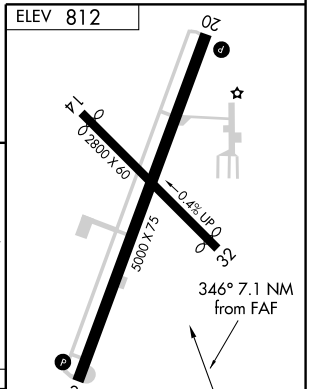
MISSED APPROACH: Climb to 2300 then climbing left turn to 2400 direct OXI VOR/DME and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
119.825	132.05 257.8	123.0 (CTAF) L





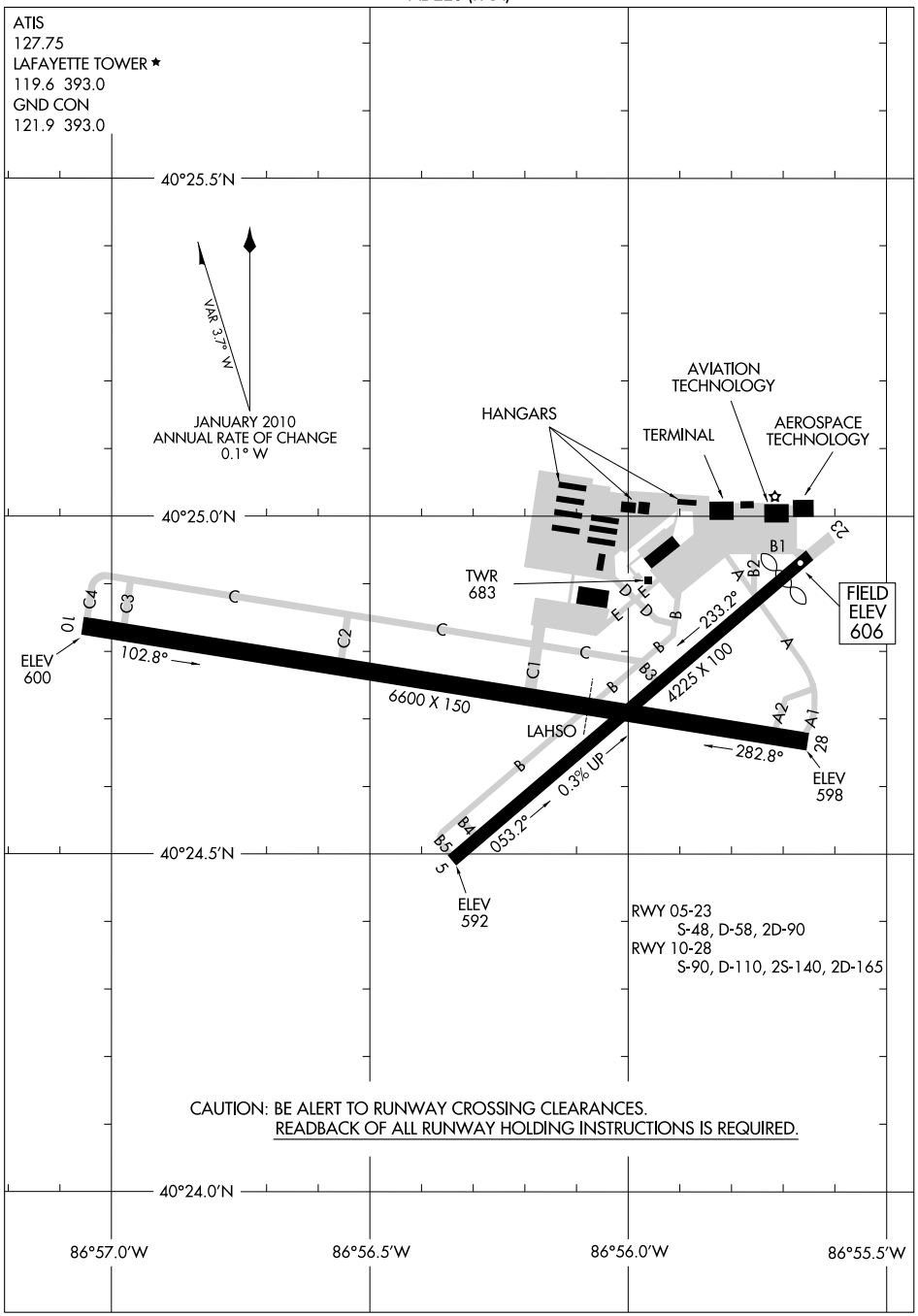
CATEGORY	A	B	C	D
CIRCLING	1420-1 608 (700-1)		1420-1¾ 608 (700-1¾)	1420-2 608 (700-2)
SACOD FIX MINIMUMS				
CIRCLING	1360-1 548 (600-1)		1360-1½ 548 (600-1½)	1380-2 568 (600-2)



MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010



EC-2, 21 OCT 2010 to 18 NOV 2010

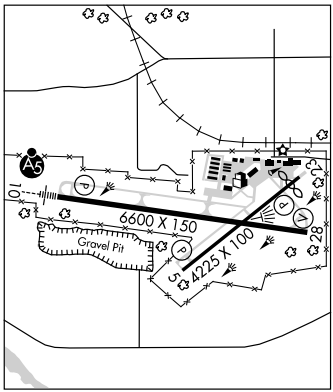
EC-2, 21 OCT 2010 to 18 NOV 2010

LAFAYETTE

PURDUE UNIVERSITY (LAF) 2 SW UTC−5(−4DT) N40°24.74′ W86°56.21′ CHICAGO

606 B S4 **FUEL** 100LL, JET A OX 1, 2 TPA—1606(1000) Class IV, ARFF Index A **H–5E, 10F, L–27D**
NOTAM FILE LAF **IAP, AD**

RWY 10–28: H6600X150 (ASPH–GRVD) S–90, D–110, 2S–140, 2D–165 HIRL
RWY 10: MALSR. PAPI(P4L)—GA 3.0° TCH 50′. Trees.
RWY 28: REIL. VASI(V4R)—GA 3.0° TCH 47′. Trees.
RWY 05–23: H4225X100 (ASPH) S–48, D–58, 2D–90 MIRL
0.3 % up NE
RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 38′.
RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Thld dsplcd 323′. Fence.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 10	05–23	4600

AIRPORT REMARKS: Attended 1100–0300Z‡. 48 hr PPR for unscheduled air carrier ops with more than 30 passenger seats; call arpt manager 765–743–3442. Air carrier ops involving acft with more than 30 passenger seats are not authorized in excess of 15 minutes before or after scheduled arrival/dep times without prior coordination with arpt manager and confirmation that ARFF is avbl prior to tkf or landing. Rwy 05–23 restricted to acft with wingspan of 79′ or less. Rwy 05–23 not avbl for air carrier ops. Intensive student training. Twr N visibility reduced when sports fld flood lgts opr ½ mile N of arpt. For MIRL Rwy 05–23 and Rwy 10–28 ctc twr. When twr clsd ACTIVATE HIRL Rwy 10–28; MALSR Rwy 10 and REILS Rwy 05, Rwy 23 and Rwy 28—CTAF.
WEATHER DATA SOURCES: ASOS 127.75 (765) 743–9687.
COMMUNICATIONS: CTAF 119.6 **ATIS** 127.75 **UNICOM** 122.95
LAFAYETTE RCO 122.35 122.2 (TERRE HAUTE RADIO)
Ⓡ**CHICAGO CENTER APP/DEP CON** 123.85
LAFAYETTE TOWER 119.6 (1200–0200Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BOILER (H) VORTACW 115.1 BVT Chan 98 N40°33.37′ W87°04.16′ 144° 10.5 NM to fld. 750/1E
HIWAS.
EARLE NDB (LOM) 401 LA N40°25.59′ W87°03.11′ 100° 5.3 NM to fld.Unmonitored. NOTAM FILE LAF.
ILS 110.3 I–LAF Rwy 10 LOM EARLE NDB. ILS unmonitored when twr clsd.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

LAKE MONROE SPB (See BLOOMINGTON)

LAKE VILLAGE (C98) 1 NW UTC−6(−5DT) N41°09.00′ W87°27.75′ CHICAGO

644 S4 NOTAM FILE HUF
RWY 18–36: 2000X140 (TURF) LIRL
RWY 18: Road. **RWY 36:** Road.
AIRPORT REMARKS: Attended SR to SS. CAUTION: Vehicular tfc on roadway surrounding rwy. Deer on and invof arpt. Rwy 18–36 width includes a full length 38′ asph strip down the middle of the rwy. Rwy 18–36 thlds marked with 3 yellow tires/lgts each side. ACTIVATE LIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF 122.9

ILS RWY 10

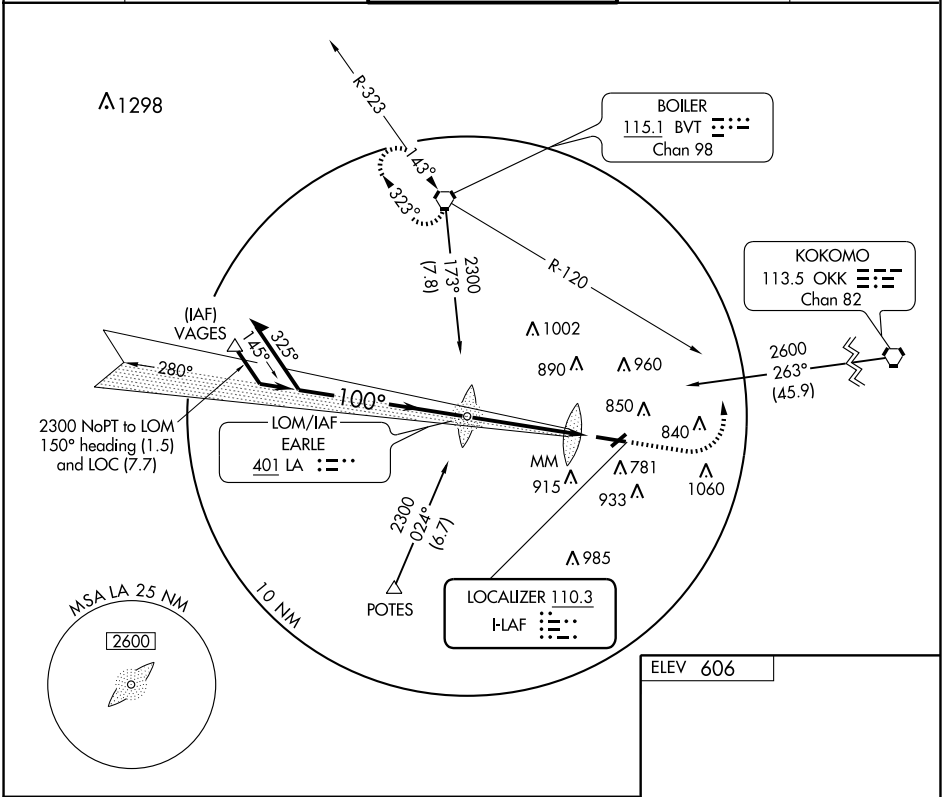
LAFAYETTE / PURDUE UNIVERSITY (LAF)

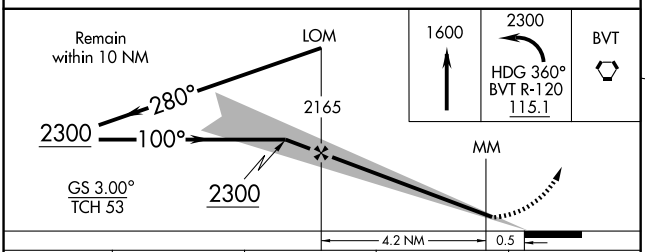
LOC I-LAF	APP CRS	Rwy Idg	6600
110.3	100°	TDZE	601
		Apt Elev	606

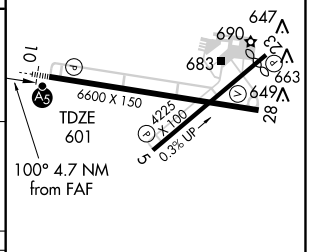
MALSR

MISSED APPROACH: Climb to 1600, then climbing left turn to 2300 via heading 360° and BVT R-120 to BVT VORTAC and hold.

ATIS	CHICAGO CENTER	LAFAYETTE TOWER ★	GND CON	UNICOM
127.75	123.85 343.95	119.6 (CTAF) L 393.0	121.9 393.0	122.95







CATEGORY	A	B	C	D
S-ILS 10	801-½ 200 (200-½)			
S-LOC 10	1060-½ 459 (500-½)		1060-¾ 459 (500-¾)	1060-1 459 (500-1)
CIRCLING	1160-1 554 (600-1)		1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)

HIRL Rwy 10-28 L
REIL Rwys 5, 23 and 28 L
MIRL Rwy 5-23

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
AKRON, OH			
AKRON-CANTON RGNL (CAK)	05	01-19	4,300 feet
	19	05-23	3,100 feet
BLOOMINGTON, IN			
MONROE COUNTY (BMG)	17	06-24	6,100 feet
COLUMBUS, OH			
OHIO STATE UNIVERSITY (OSU)	05	09L-27R	3,350 feet
	09L	05-23	2,550 feet
	09R	14-32	3,300 feet
	14	09R-27L	2,750 feet
	23	09R-27L	2,500 feet
	27L	05-23	3,300 feet
FORT WAYNE, IN			
FORT WAYNE INTL (FWA)	05	14-32	9,150 feet
	14	05-23	5,650 feet
	27	05-23	2,700 feet
LAFAYETTE, IN			
PURDUE UNIVERSITY (LAF)	10	05-23	4,600 feet
MANSFIELD, OH			
MANSFIELD LAHM RGNL (MFD)	05	14-32	4,350 feet
	14	05-23	6,100 feet
MUNCIE, IN			
DELAWARE COUNTY RGNL (MIE)	14	02-20	4,300 feet
	20	14-32	3,500 feet
TERRE HAUTE, IN			
TERRE HAUTE INTL-HULMAN FIELD (HUF)	05	18-36	4,650 feet
	18	05-23	3,300 feet
	23	18-36	3,450 feet
	32	05-23	4,237 feet
	36	14-32	3,200 feet

21 OCT 2010 to 18 NOV 2010

WAAS Ch 45902 W10A	APP CRS 100°	Rwy Idg 6600 TDZE 601 Apt Elev 606

RNAV (GPS) RWY 10

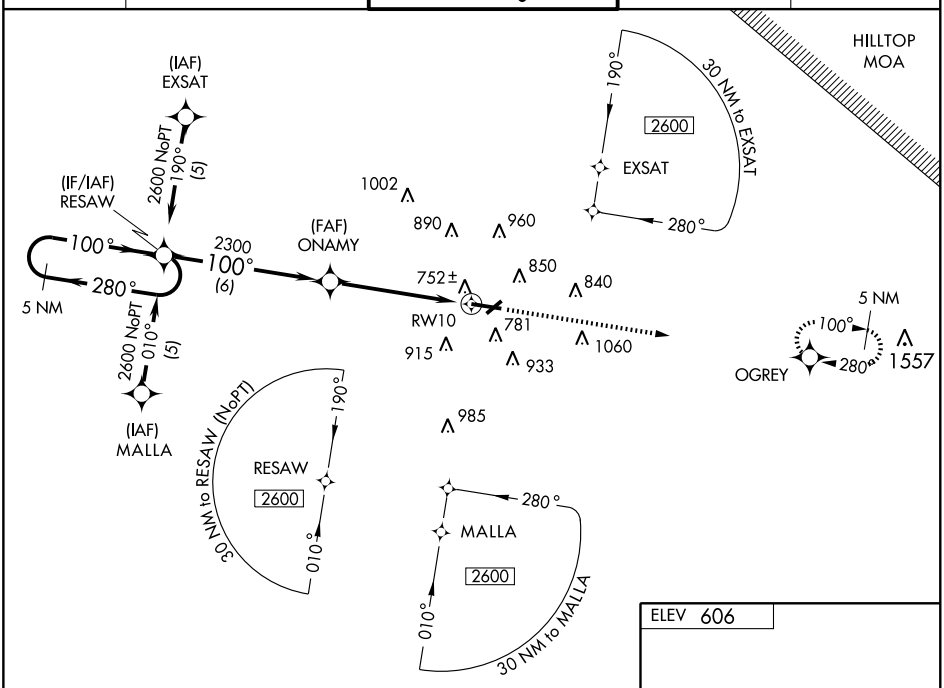
LAFAYETTE / PURDUE UNIVERSITY (LAF)

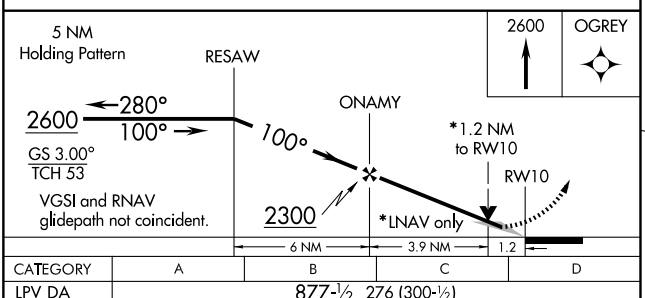
If local altimeter setting not received, use Vermilion Rgnl altimeter setting and increase all DAs 89 feet, all MDAs 100 feet. Baro-VNAV NA when using Vermilion Rgnl altimeter setting. VDP NA when using Vermilion Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV all Cats visibility to 1 mile. DME/DME RNP-0.3 NA.

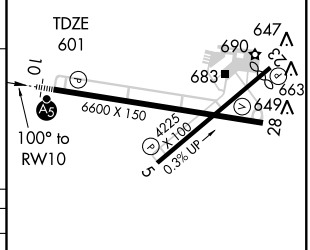
MALSR

MISSED APPROACH: Climb to 2600 direct OGREY and hold.

ATIS	CHICAGO CENTER	LAFAYETTE TOWER ★	GND CON	UNICOM
127.75	123.85 343.95	119.6 (CTAF) L 393.0	121.9 393.0	122.95







CATEGORY	A	B	C	D
LPV DA	877-½ 276 (300-½)			
LNAV/ VNAV DA	1083-1¼ 482 (500-1¼)			
LNAV MDA	1040-½ 439 (500-½)		1040-¾ 439 (500-¾)	1040-1 439 (500-1)
CIRCLING	1160-1 554 (600-1)		1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)

HIRL Rwy 10-28 L
REIL Rwys 5, 23 and 28 L
MIRL Rwy 5-23

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82103 W28A	APP CRS 280°	Rwy ldg 6600 TDZE 598 Apt Elev 606

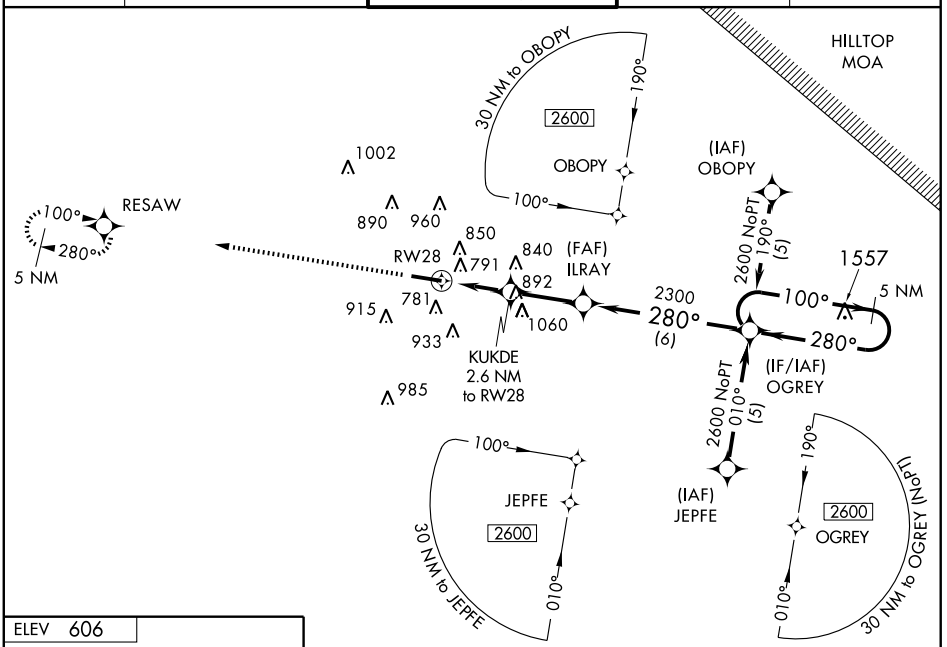
RNAV (GPS) RWY 28

LAFAYETTE / PURDUE UNIVERSITY (LAF)

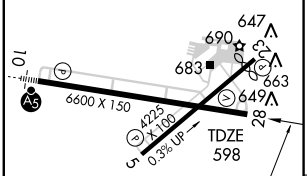
If local altimeter setting not received, use Vermilion Rgnl altimeter setting and increase all DAs 89 feet, all MDAs 100 feet. Baro-VNAV NA when using Vermilion Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct RESAW and hold.

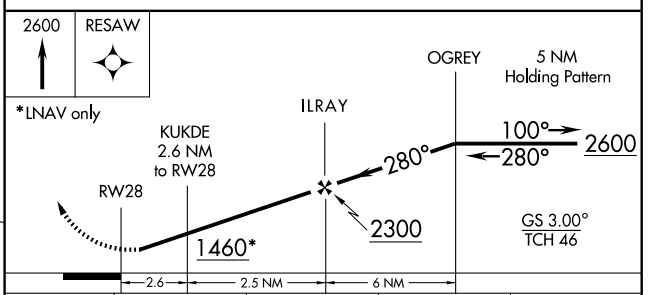
ATIS	CHICAGO CENTER	LAFAYETTE TOWER ★	GND CON	UNICOM
127.75	123.85 343.95	119.6 (CTAF) L 393.0	121.9 393.0	122.95



ELEV 606



HIRL Rwy 10-28 L
REIL Rwys 5, 23 and 28 L
MIRL Rwy 5-23



CATEGORY	A	B	C	D
LPV DA	856-1 258 (300-1)			
LNAV/VNAV DA	1125-1¾ 527 (600-1¾)			
LNAV MDA	1060-1 462 (500-1)		1060-1¼ 462 (500-1¼)	1060-1½ 462 (500-1½)
CIRCLING	1160-1 554 (600-1)		1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC BVT 115.1 Chan 98	APP CRS 143°	Rwy Idg N/A TDZE N/A Apt Elev 606

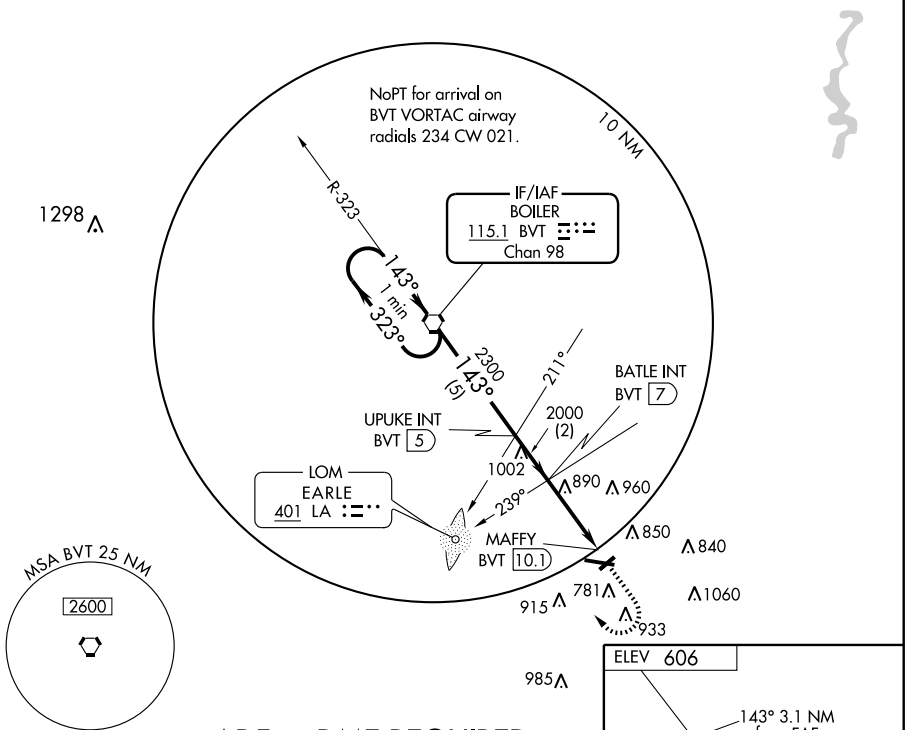
VOR-A

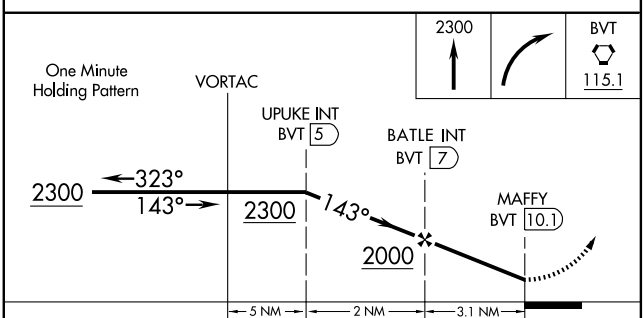
LAFAYETTE / PURDUE UNIVERSITY (LAF)

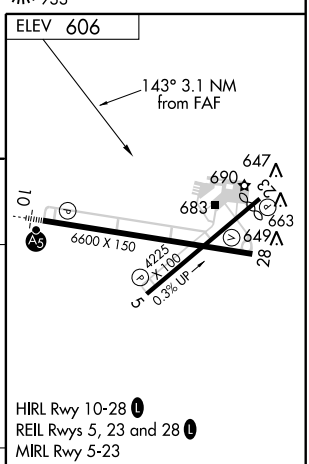
When local altimeter setting not received, use Danville altimeter setting and increase all MDAs 100 feet and visibility Cats C and D ½ mile.

MISSED APPROACH: Climb to 2300 then right turn direct BVT VORTAC and hold.

ATIS	CHICAGO CENTER	LAFAYETTE TOWER ★	GND CON	UNICOM
127.75	123.85 343.95	119.6 (CTAF) L 393.0	121.9 393.0	122.95







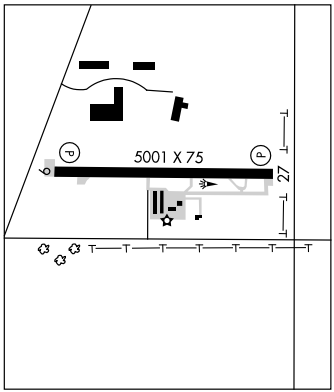
CATEGORY	A	B	C	D
CIRCLING	1160-1 554 (600-1)		1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

EC-2, 21 OCT 2010 to 18 NOV 2010

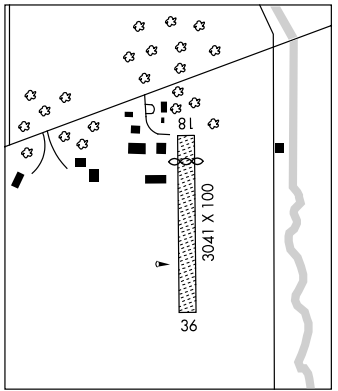
LOGANSPORT/CASS CO (GGP) 2S UTC−5(−4DT) N40°42.68′ W86°22.36′
738 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF
RWY 09–27: H5001X75 (ASPH–GRVD) S–20 MIRL
RWY 09: PAPI(P2L)—GA 3.0° TCH 28′. Road.
RWY 27: PAPI(P2R)—GA 3.0° TCH 36′. Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–4480 TODA–4480 ASDA–4480 LDA–4262
RWY 27: TORA–4262 TODA–4262 ASDA–4262 LDA–4262
AIRPORT REMARKS: Attended 1330Z‡–dusk. Fuel self svc. CAUTION: Sanitary landfill 1 1/2 miles NE of arpt. MIRL Rwy 09–27 ops low ints, to increase ints—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
KOKOMO RCO 122.1R 109.8T (TERRE HAUTE RADIO)
Ⓡ **GRISSOM APP/DEP CON** 121.05 (1200–0400Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 121.05 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE OKK.
KOKOMO (H) VORTAC 113.5 OKK Chan 82 N40°31.67′ W86°03.48′ 308° 18.1 NM to fld. 830/00E.

CHICAGO
H–5E, L–27D
IAP



LOWELL (C97) 5 SW UTC−6(−5DT) N41°13.81′ W87°30.46′
675 S4 **FUEL** 100LL NOTAM FILE HUF
RWY 18–36: 3041X100 (TURF) 0.7% up N
RWY 18: Thld dsplcd 555′. Tree. Rgt tfc. **RWY 36:** Crops.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Deer on and invof arpt. Rwy 18–36 seasonal crops 75′ E and 87′ W of centerline. Snow removal and mowing with large tractor. Seasonal agriculture equipment along both sides of rwy and apch end Rwy 36. Rwy 18–36 thlds marked with white barrel halves and lgt fixtures.
COMMUNICATIONS: CTAF 122.9
Ⓡ **CHICAGO CENTER APP/DEP CON** 132.95
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
PEOTONE (L) VORTAC 113.2 EON Chan 79 N41°16.18′ W87°47.46′ 098° 13 NM to fld. 689/2E.

CHICAGO
L–28H
IAP



APP CRS	Rwy Idg	5001
090°	TDZE	736
	Apt Elev	738

RNAV (GPS) RWY 9
LOGANSPORT/CASS COUNTY (GGP)

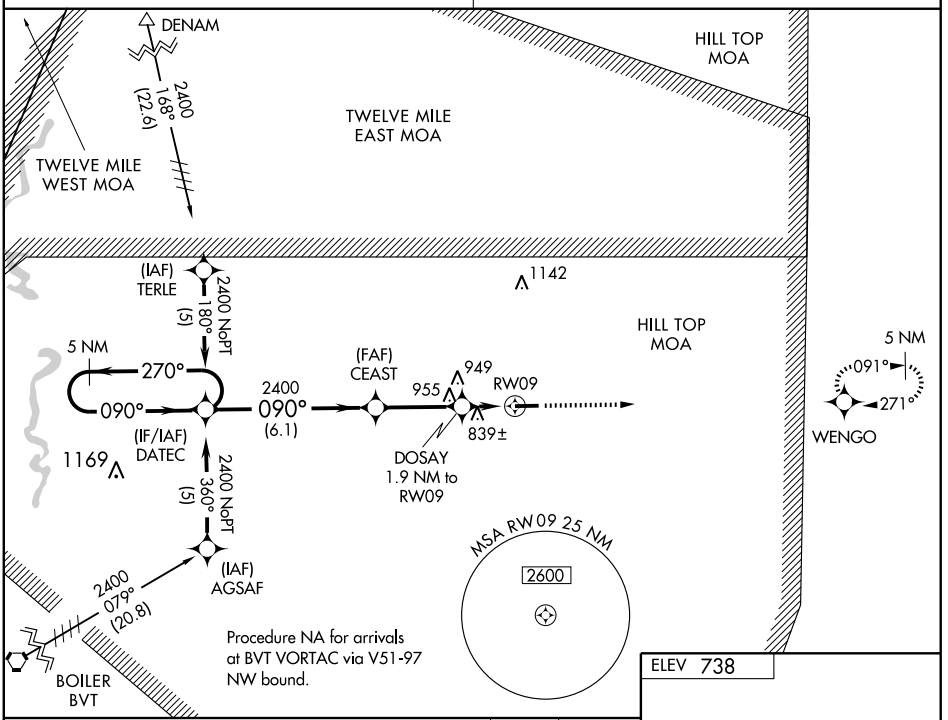
Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting. VDP NA when using Lafayette altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

NA

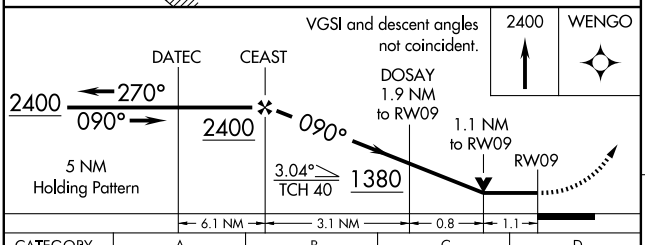
MISSED APPROACH: Climb to 2400 direct WENGO and hold.

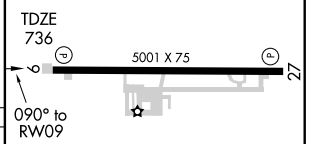
GRISSOM APP CON* 121.05 379.3

UNICOM 122.8 (CTAF) L



ELEV 738





CATEGORY	A	B	C	D
LNAV MDA	1100-1 364 (400-1)			1100-1¼ 364 (400-1¼)
CIRCLING	1140-1 402 (500-1)	1200-1 462 (500-1)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)
	LAFAYETTE ALTIMETER SETTING MINIMUMS			
LNAV MDA	1180-1 444 (500-1)		1180-1¼ 444 (500-1¼)	1180-1½ 444 (500-1½)
CIRCLING	1240-1 502 (600-1)		1240-1½ 502 (600-1½)	1400-2 662 (700-2)

MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 70703	270°	TDZE	738
W27A		Apt Elev	738

RNAV (GPS) RWY 27
LOGANSPORT/CASS COUNTY (GGP)

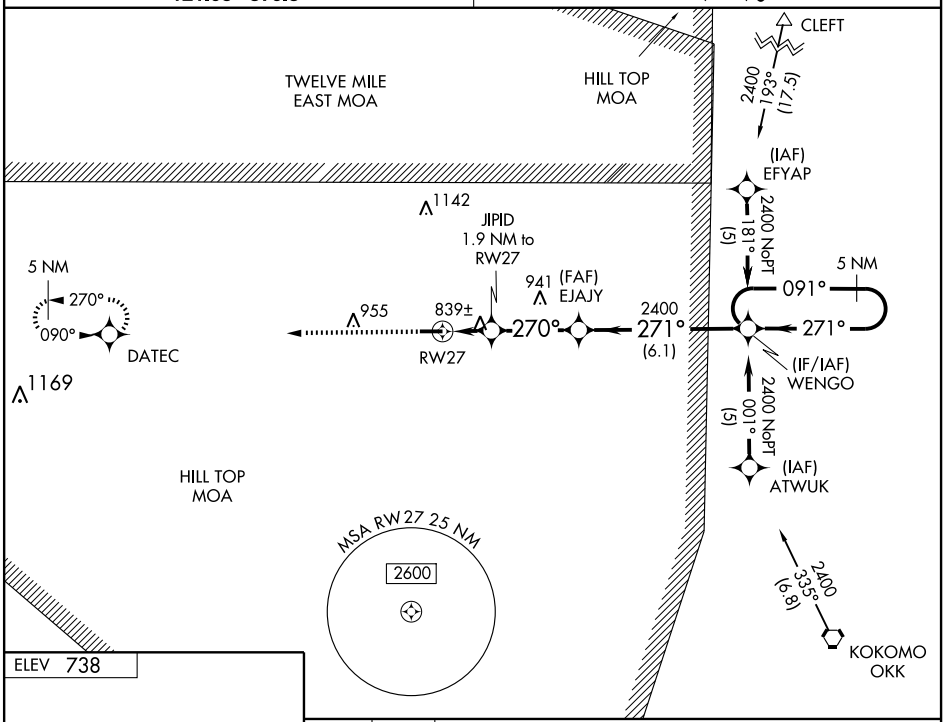
Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting and increase DA 91 feet and visibility all Cats ¼ mile; increase all MDAs 100 feet and LNAV visibility Cats C and D ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

NA

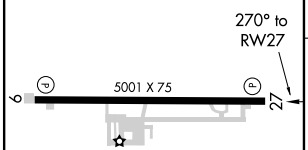
MISSED APPROACH: Climb to 2400 direct DATEC and hold.

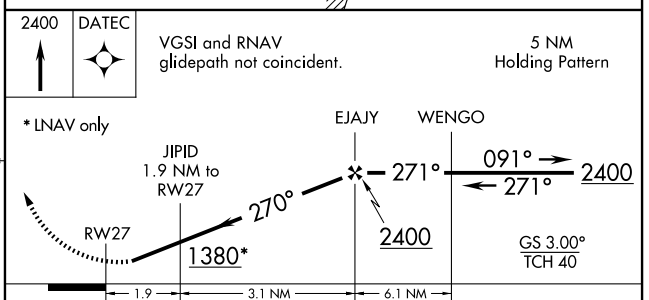
GRISSOM APP CON ★ 121.05 379.3

UNICOM 122.8 (CTAF) L



ELEV 738





CATEGORY	A	B	C	D
LPV DA	988-1 250 (300-1)			
LNAV MDA	1100-1 362 (400-1)			1100-1¼ 362 (400-1¼)
CIRCLING	1140-1 402 (500-1)	1200-1 462 (500-1)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)

MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OKK 113.5 Chan 82	APP CRS 307°	Rwy Idg N/A TDZE N/A Apt Elev 738

VOR-A

LOGANSPORT/CASS COUNTY (GGP)

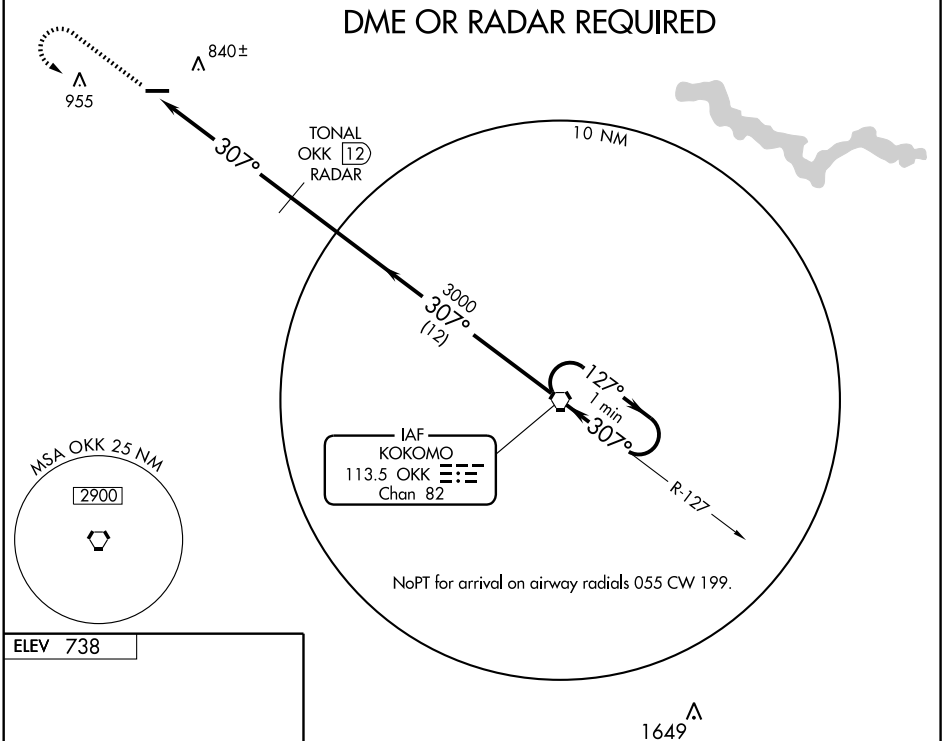
Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting.

MISSED APPROACH: Climb to 3000, then left turn via OKK R-307 to OKK VORTAC and hold.

GRISSOM APP CON ★ 121.05 379.3

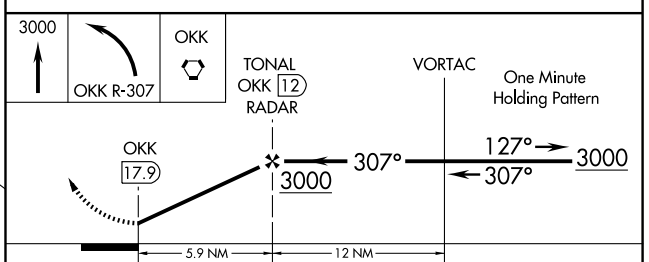
UNICOM 122.8 (CTAF) L

DME OR RADAR REQUIRED



ELEV 738





307° 5.9 NM from FAF

MIRL Rwy 9-27 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
CIRCLING	1140-1 402 (500-1)	1200-1 462 (500-1)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)
LAFAYETTE ALTIMETER SETTING MINIMUMS				
CIRCLING	1240-1 502 (600-1)		1240-1½ 502 (600-1½)	1400-2 662 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OKK	APP CRS	Rwy Idg 5001
113.5	270°	TDZE 738
Chan 82		Apt Elev 738

VOR/DME RNAV RWY 27

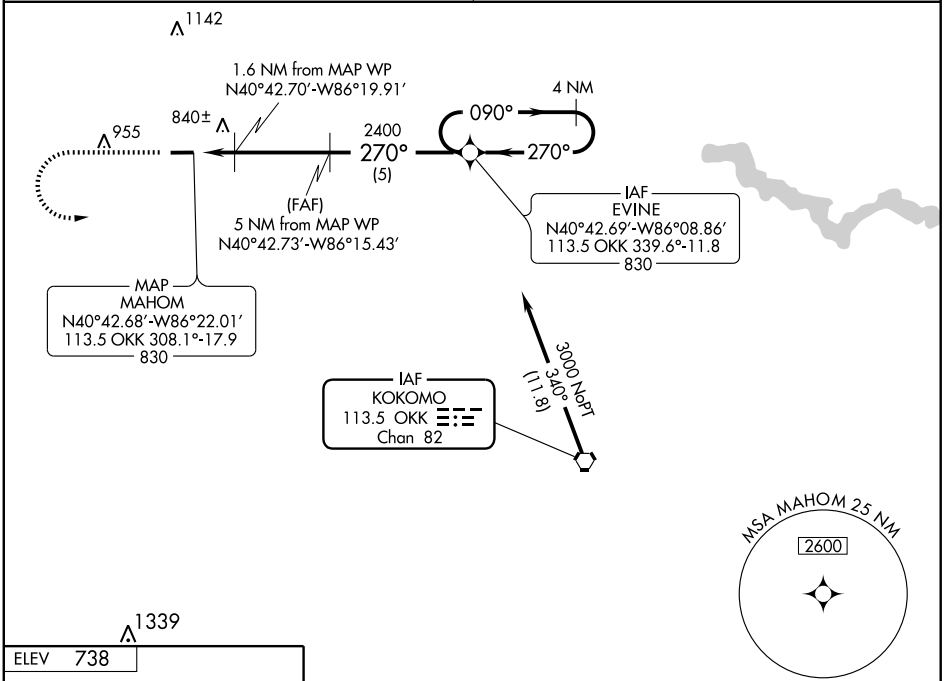
LOGANSPORT/CASS COUNTY (GGP)

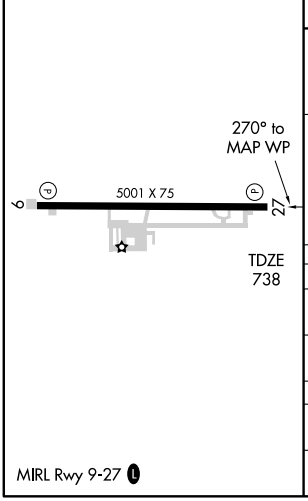
Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting.

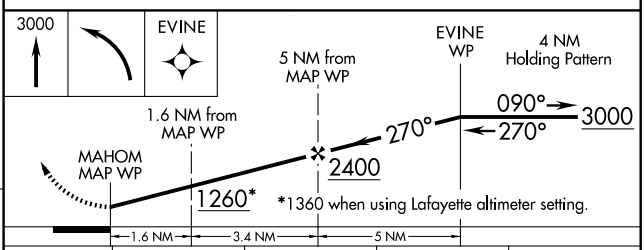
MISSED APPROACH: Climb to 3000, then left turn direct EVINE WP and hold.

GRISSOM APP CON ★
121.05 379.3

UNICOM
122.8 (CTAF) L





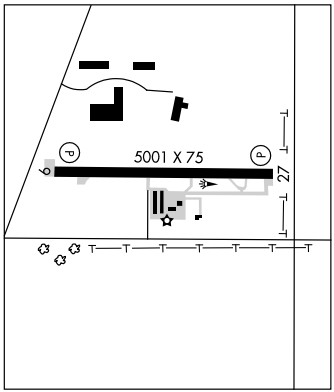


CATEGORY	A	B	C	D
S-27	1100-1 362 (400-1)	1100-1¼ 362 (400-1¼)	1100-1½ 362 (400-1½)	1100-1¾ 362 (400-1¾)
CIRCLING	1140-1 402 (500-1)	1200-1¼ 462 (500-1¼)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)
LAFAYETTE ALTIMETER SETTINGS MINIMUMS				
S-27	1200-1 462 (500-1)	1200-1¼ 462 (500-1¼)	1200-1½ 462 (500-1½)	1200-1¾ 462 (500-1¾)
CIRCLING	1240-1 502 (600-1)	1240-1¼ 502 (600-1¼)	1240-1½ 502 (600-1½)	1400-2 662 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

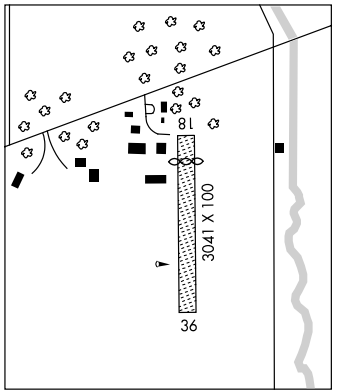
LOGANSPORT/CASS CO (GGP) 2S UTC−5(−4DT) N40°42.68′ W86°22.36′
738 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF
RWY 09–27: H5001X75 (ASPH–GRVD) S–20 MIRL
RWY 09: PAPI(P2L)—GA 3.0° TCH 28′. Road.
RWY 27: PAPI(P2R)—GA 3.0° TCH 36′. Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–4480 TODA–4480 ASDA–4480 LDA–4262
RWY 27: TORA–4262 TODA–4262 ASDA–4262 LDA–4262
AIRPORT REMARKS: Attended 1330Z‡–dusk. Fuel self svc. CAUTION: Sanitary landfill 1 1/2 miles NE of arpt. MIRL Rwy 09–27 ops low ints, to increase ints—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
KOKOMO RCO 122.1R 109.8T (TERRE HAUTE RADIO)
Ⓡ **GRISSOM APP/DEP CON** 121.05 (1200–0400Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 121.05 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE OKK.
KOKOMO (H) VORTAC 113.5 OKK Chan 82 N40°31.67′ W86°03.48′ 308° 18.1 NM to fld. 830/00E.

CHICAGO
H–5E, L–27D
IAP



LOWELL (C97) 5 SW UTC−6(−5DT) N41°13.81′ W87°30.46′
675 S4 **FUEL** 100LL NOTAM FILE HUF
RWY 18–36: 3041X100 (TURF) 0.7% up N
RWY 18: Thld dsplcd 555′. Tree. Rgt tfc. **RWY 36:** Crops.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Deer on and invof arpt. Rwy 18–36 seasonal crops 75′ E and 87′ W of centerline. Snow removal and mowing with large tractor. Seasonal agriculture equipment along both sides of rwy and apch end Rwy 36. Rwy 18–36 thlds marked with white barrel halves and lgt fixtures.
COMMUNICATIONS: CTAF 122.9
Ⓡ **CHICAGO CENTER APP/DEP CON** 132.95
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
PEOTONE (L) VORTAC 113.2 EON Chan 79 N41°16.18′ W87°47.46′ 098° 13 NM to fld. 689/2E.

CHICAGO
L–28H
IAP



VORTAC EON	APP CRS	Rwy Idg	N/A
113.2	278°	TDZE	N/A
Chan 79		Apt Elev	675

VOR or GPS-A

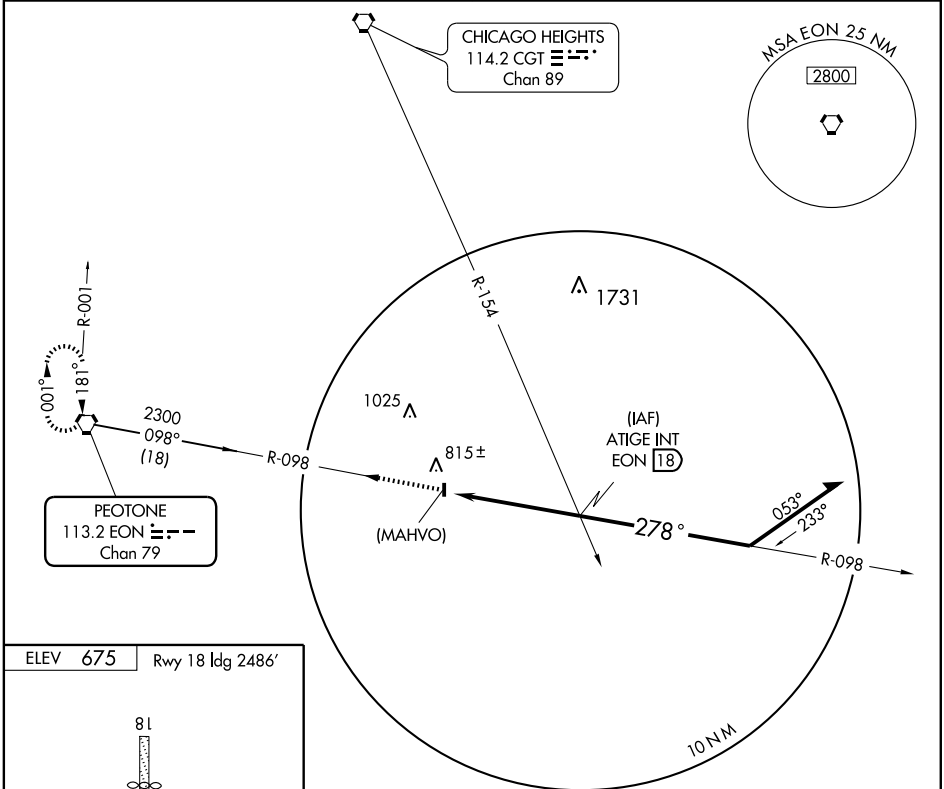
LOWELL (C97)

Use Chicago Midway Intl Airport altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.

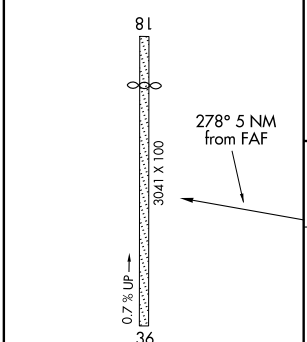
NA

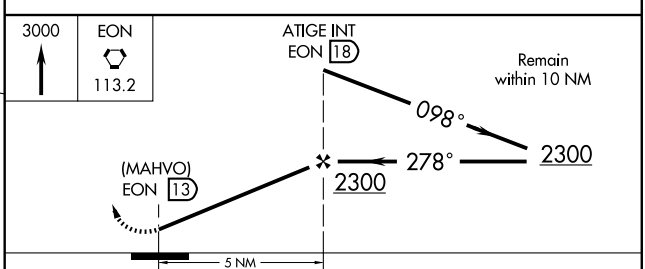
MISSED APPROACH: Climb to 3000 direct EON VORTAC and hold.

CHICAGO CENTER	CTAF
132.95 272.7	122.9



ELEV 675 Rwy 18 ldg 2486'



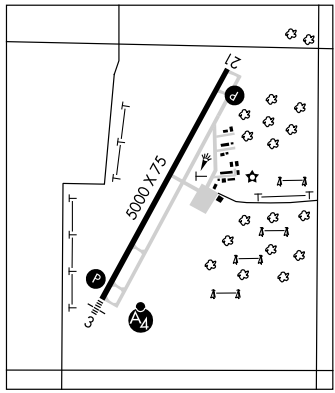


FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

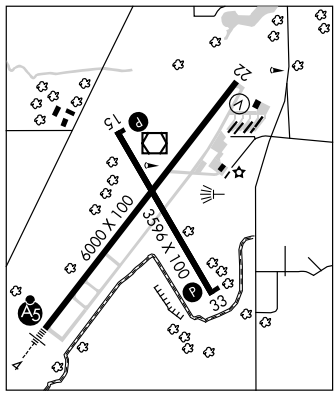
CATEGORY	A	B	C	D
CIRCLING	1280-1 605 (700-1)		1280-1¾ 605 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

MADISON MUNI (IMS) 4 W UTC−5(−4DT) N38°45.60′ W85°27.88′ **ST. LOUIS**
819 B **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–26F, 27E**
RWY 03–21: H5000X75 (ASPH) S–30 HIRL **IAP**
RWY 03: MALSF. PAPI(P4L)—GA 3.5° TCH 42′. Trees.
RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Trees.
AIRPORT REMARKS: Attended SR–dusk. Arpt unattended Christmas Day. Fuel self serve. IFR clearance not avbl when R–3403 is active. ACTIVATE HIRL Rwy 03–21, MALSF Rwy 03, PAPI Rwy 03 and Rwy 21, REIL Rwy 21—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.175 (812) 866–1798.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **LOUISVILLE APP/DEP CON** 132.075 (East) 123.675 (West)
GCO 121.725 (STANDIFORD CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
NABB (L) VORTAC 112.4 ABB Chan 71 N38°35.33′ W85°38.16′ 037° 13 NM to fld. 710/1E. **HIWAS.**



MARION MUNI (MZZ) 3 SW UTC−5(−4DT) N40°29.39′ W85°40.78′ **CHICAGO**
859 B S4 **FUEL** 100LL, JET A OX 2, 4 NOTAM FILE HUF **H–5E, 10F, L–27D**
RWY 04–22: H6000X100 (ASPH–GRVD) S–40, D–48, 2D–70 HIRL **IAP**
RWY 04: MALSR. **RWY 22:** REIL. VASI(V2L). Trees.
RWY 15–33: H3596X100 (ASPH) S–22, D–32 HIRL
RWY 15: REIL. PAPI(P2L)—GA 3.25° TCH 37′. Trees.
RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 34′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1200–2300Z‡, Sat–Sun 1300–2200Z‡. Unattended on Christmas Day. Fuel self svc avbl. Rwy 33, +8–12′ ditch 200′ left of centerline, +8–10 ground 230′ left of centerline paralleling south half of rwy. HIRL Rwy 04–22 and MIRL Rwy 15–33 preset on low ints, to increase ints and ACTIVATE REIL Rwy 22, Rwy 15 and Rwy 33 and MALSR Rwy 04—CTAF. PAPI Rwy 15 and Rwy 33 on during day, at night ACTIVATE—CTAF.
WEATHER REMARKS: AWOS–3 108.6 MZZ (765) 674–1317.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **GRISSOM APP/DEP CON** 121.05 (1200–0400Z‡) **CLNC DEL** 120.0
Ⓡ **CHICAGO CENTER APP/DEP CON** 121.05 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
(L) VORW/DME 108.6 MZZ Chan 23 N40°29.60′ W85°40.76′ at fld. 850/3W. **AWOS–3.**
ILS 111.7 I–MZZ Rwy 04. Unmonitored.



MENTONE (C92) 2 SW UTC−5(−4DT) N41°09.00′ W86°03.75′ **CHICAGO**
860 NOTAM FILE HUF
RWY 18–36: H2521X40 (ASPH) S–10
RWY 18: Thld dsplcd 395′. Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended Mon–Wed 1300–2200Z‡.
COMMUNICATIONS: CTAF 122.9

METROPOLITAN N39°56.26′ W86°03.01′. NOTAM FILE HUF. **ST LOUIS**
NDB (MHW) 338 UMP at Indianapolis Metropolitan. **AWOS–3.** **L–27D**

METTEL FLD (See CONNERSVILLE)

WAAS CH 45708 W03A	APP CRS 035°	Rwy Idg 5000 TDZE 812 Apt Elev 819

RNAV (GPS) RWY 3
MADISON MUNI (IMS)

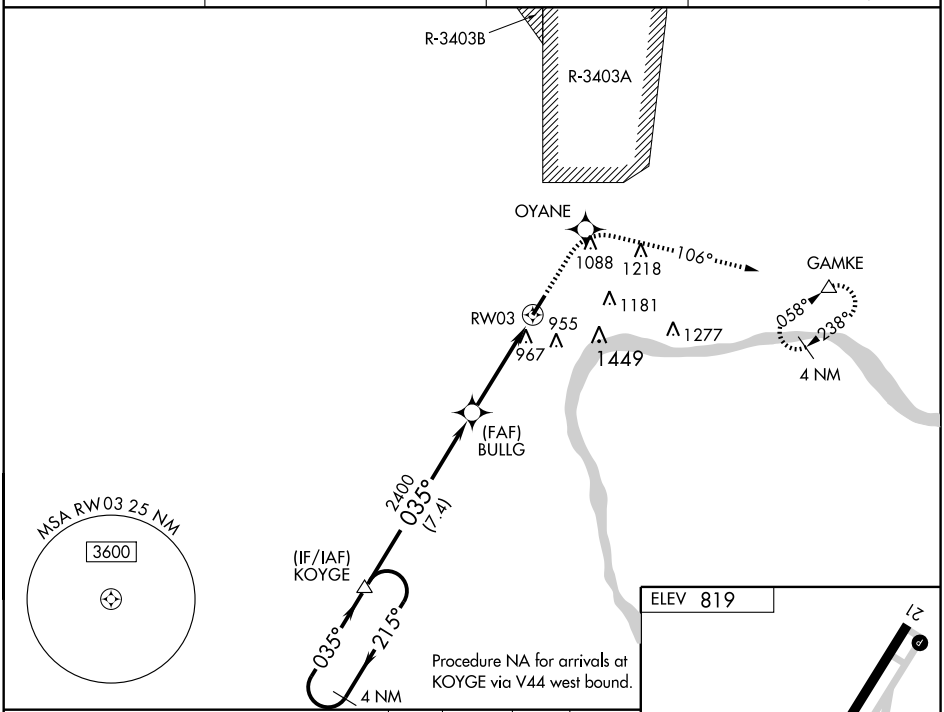
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Bowman Field altimeter setting. When local altimeter setting not received, use Bowman Field altimeter setting and increase all DA 115 feet, all MDA 120 feet, and increase LPV Cats A/B/C visibility ¼ mile, LNAV/VNAV Cats A/B/C visibility ½ mile, LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.

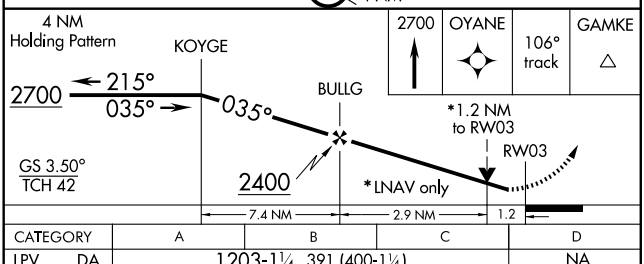
NA

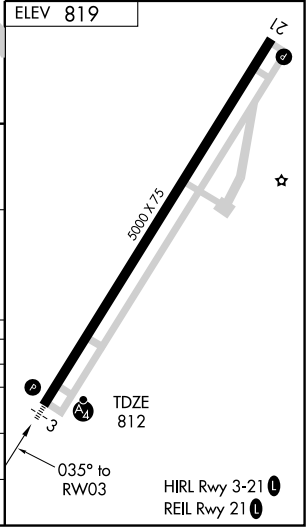
MALSF

MISSED APPROACH: Climb to 2700 direct OYANE and via 106° track to GAMKE and hold.

AWOS-3	LOUISVILLE APP CON	GCO	UNICOM
119.175	132.075 327.0	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1203-1¼ 391 (400-1¼)			NA
LNAV/VNAV DA	1321-1½ 509 (600-1½)			NA
LNAV MDA	1300-1 488 (500-1)		1300-1¼ 488 (500-1¼)	NA
CIRCLING	1340-1 521 (600-1)		1340-1½ 521 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ABB 112.4 Chan 71	APP CRS 037°	Rwy Idg 5000 TDZE 812 Apt Elev 819

VOR/DME RWY 3

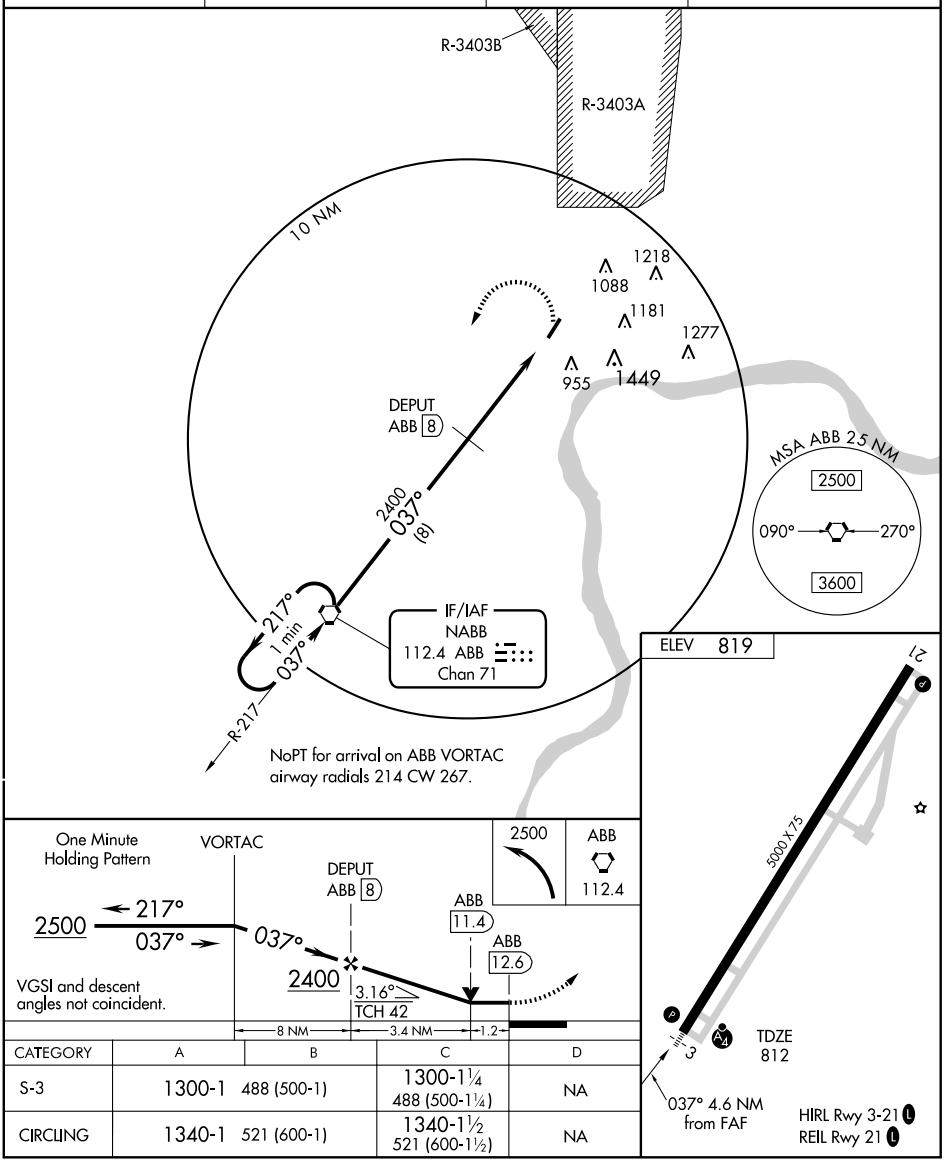
MADISON MUNI (IMS)

Visibility reduction by helicopters NA. VDP NA when using Bowman Field altimeter setting. When local altimeter setting not received, use Bowman Field altimeter setting and increase all MDA 120 feet and S-3 Cat C visibility ½ mile, Circling Cat C visibility ¼ mile.

MALSF

MISSED APPROACH: Climbing left turn to 2500 direct ABB VORTAC and hold.

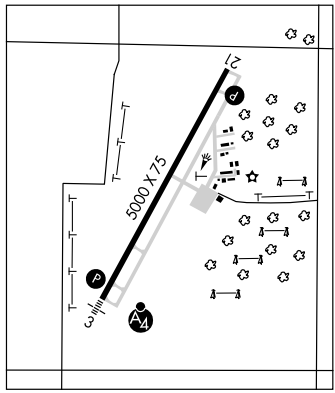
AWOS-3	LOUISVILLE APP CON	GCO	UNICOM
119.175	132.075 327.0	121.725	123.0 (CTAF) L



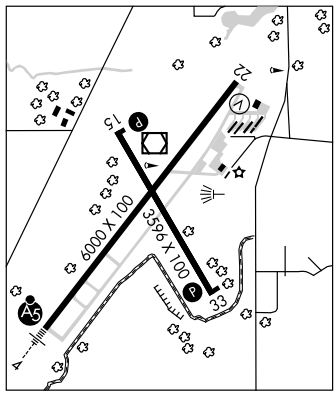
CATEGORY	A	B	C	D
S-3	1300-1 488 (500-1)		1300-1¼ 488 (500-1¼)	NA
CIRCLING	1340-1 521 (600-1)		1340-1½ 521 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

MADISON MUNI (IMS) 4 W UTC−5(−4DT) N38°45.60′ W85°27.88′ **ST. LOUIS**
819 B **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–26F, 27E**
RWY 03–21: H5000X75 (ASPH) S–30 HIRL **IAP**
RWY 03: MALSF. PAPI(P4L)—GA 3.5° TCH 42′. Trees.
RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Trees.
AIRPORT REMARKS: Attended SR–dusk. Arpt unattended Christmas Day. Fuel self serve. IFR clearance not avbl when R–3403 is active. ACTIVATE HIRL Rwy 03–21, MALSF Rwy 03, PAPI Rwy 03 and Rwy 21, REIL Rwy 21—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.175 (812) 866–1798.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **LOUISVILLE APP/DEP CON** 132.075 (East) 123.675 (West)
GCO 121.725 (STANDIFORD CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
NABB (L) VORTAC 112.4 ABB Chan 71 N38°35.33′ W85°38.16′ 037° 13 NM to fld. 710/1E. **HIWAS.**



MARION MUNI (MZZ) 3 SW UTC−5(−4DT) N40°29.39′ W85°40.78′ **CHICAGO**
859 B S4 **FUEL** 100LL, JET A OX 2, 4 NOTAM FILE HUF **H–5E, 10F, L–27D**
RWY 04–22: H6000X100 (ASPH–GRVD) S–40, D–48, 2D–70 HIRL **IAP**
RWY 04: MALSR. **RWY 22:** REIL. VASI(V2L). Trees.
RWY 15–33: H3596X100 (ASPH) S–22, D–32 HIRL
RWY 15: REIL. PAPI(P2L)—GA 3.25° TCH 37′. Trees.
RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 34′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1200–2300Z‡, Sat–Sun 1300–2200Z‡. Unattended on Christmas Day. Fuel self svc avbl. Rwy 33, +8–12′ ditch 200′ left of centerline, +8–10 ground 230′ left of centerline paralleling south half of rwy. HIRL Rwy 04–22 and MIRL Rwy 15–33 preset on low ints, to increase ints and ACTIVATE REIL Rwy 22, Rwy 15 and Rwy 33 and MALSR Rwy 04—CTAF. PAPI Rwy 15 and Rwy 33 on during day, at night ACTIVATE—CTAF.
WEATHER REMARKS: AWOS–3 108.6 MZZ (765) 674–1317.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **GRISSOM APP/DEP CON** 121.05 (1200–0400Z‡) **CLNC DEL** 120.0
Ⓡ **CHICAGO CENTER APP/DEP CON** 121.05 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
(L) VORW/DME 108.6 MZZ Chan 23 N40°29.60′ W85°40.76′ at fld. 850/3W. **AWOS–3.**
ILS 111.7 I–MZZ Rwy 04. Unmonitored.



MENTONE (C92) 2 SW UTC−5(−4DT) N41°09.00′ W86°03.75′ **CHICAGO**
860 NOTAM FILE HUF
RWY 18–36: H2521X40 (ASPH) S–10
RWY 18: Thld dsplcd 395′. Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended Mon–Wed 1300–2200Z‡.
COMMUNICATIONS: CTAF 122.9

METROPOLITAN N39°56.26′ W86°03.01′. NOTAM FILE HUF. **ST LOUIS**
NDB (MHW) 338 UMP at Indianapolis Metropolitan. **AWOS–3.** **L–27D**

METTEL FLD (See CONNERSVILLE)

LOC I-MZZ	APP CRS	Rwy Idg	6000
111.7	041°	TDZE	859
		Apt Elev	859

ILS or LOC RWY 4
MARION MUNI (MZZ)

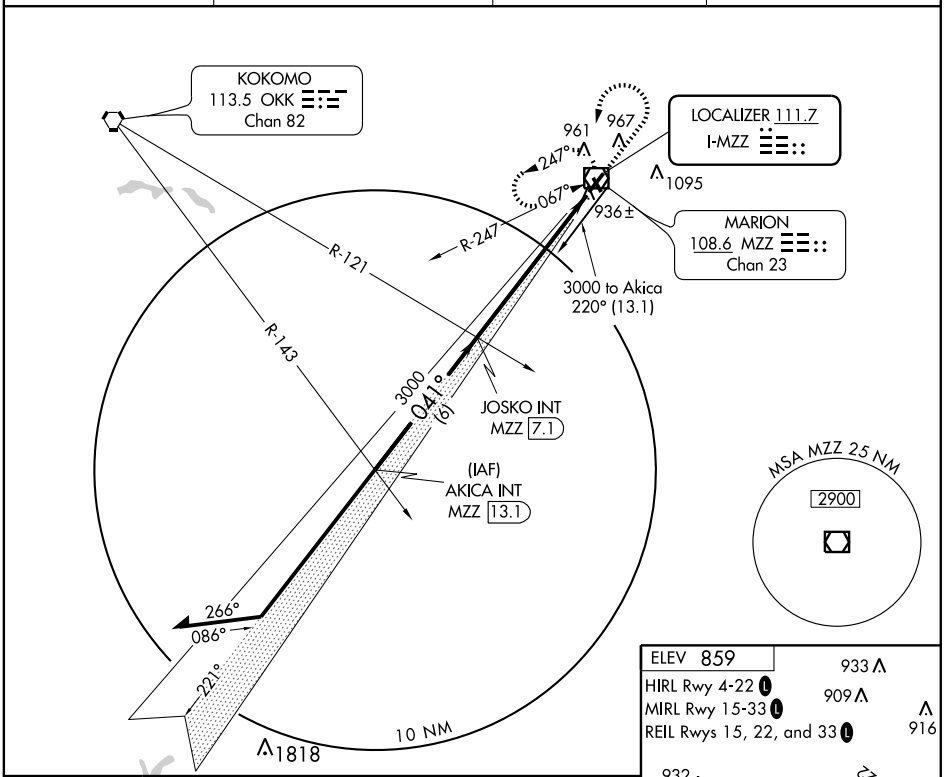
If local altimeter setting not received, use Fort Wayne Intl altimeter setting, and increase all DH/MDAs 100 feet. For inoperative MALSR increase S-LOC 4 Cat D visibility to 1.

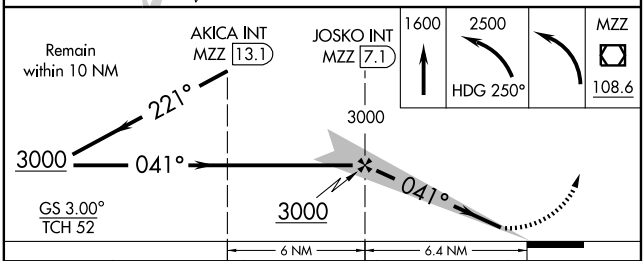
NA

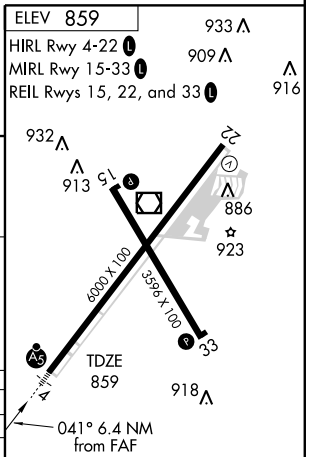
MALSR

MISSED APPROACH: Climb to 1600, then climbing left turn to 2500 via heading 250°, then left turn direct MZZ VOR/DME and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 4	1063-½ 204 (300-½)			
S-LOC 4	1200-½ 341 (400-½)			1200-¾ 341 (400-¾)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 60906 W04A	APP CRS 041°	Rwy Idg 6000 TDZE 859 Apt Elev 859

RNAV (GPS) RWY 4

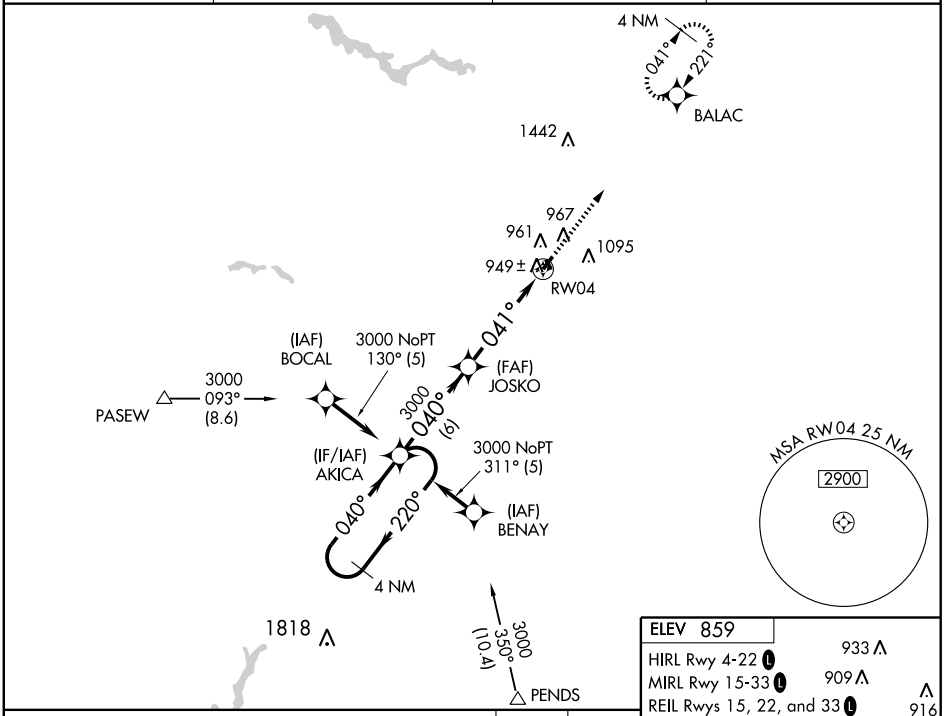
MARION MUNI (MZZ)

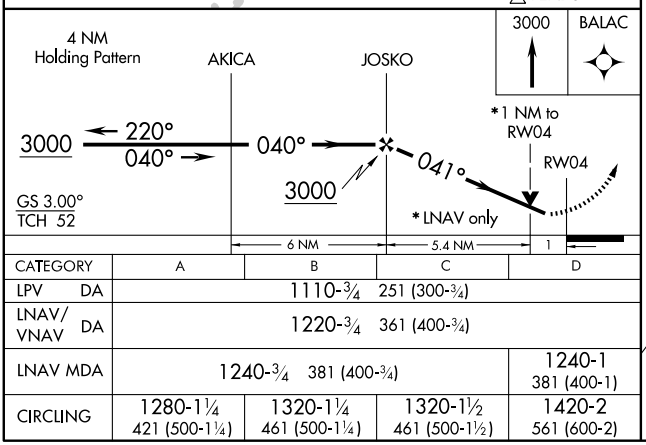
T NA If local altimeter setting not received, use Fort Wayne Intl altimeter setting, and increase all DA/MDAs 100 feet. Inoperative table does not apply to LPV. For inoperative MALSR increase LNAV Cat A/B/C visibilities to 1 and Cat D to 1¼. DME/DME RNP-0.3 NA. Baro VNAV NA below -16°C (4°F). VDP and Baro VNAV NA when using Fort Wayne Intl altimeter setting. When VGSI inop circling Rwy 15, 33 NA at night.

MALSR

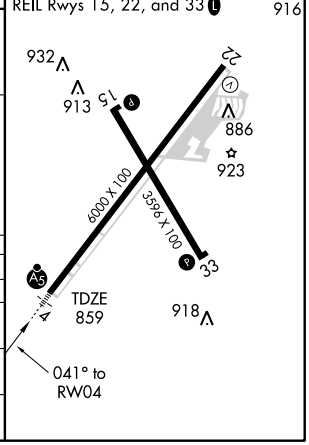
MISSED APPROACH: Climb to 3000 direct BALAC and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1110-¾ 251 (300-¾)			
LNAV/VNAV DA	1220-¾ 361 (400-¾)			
LNAV MDA	1240-¾ 381 (400-¾)			1240-1 381 (400-1)
CIRCLING	1280-1¼ 421 (500-1¼)	1320-1¼ 461 (500-1¼)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15

MARION MUNI (MZZ)

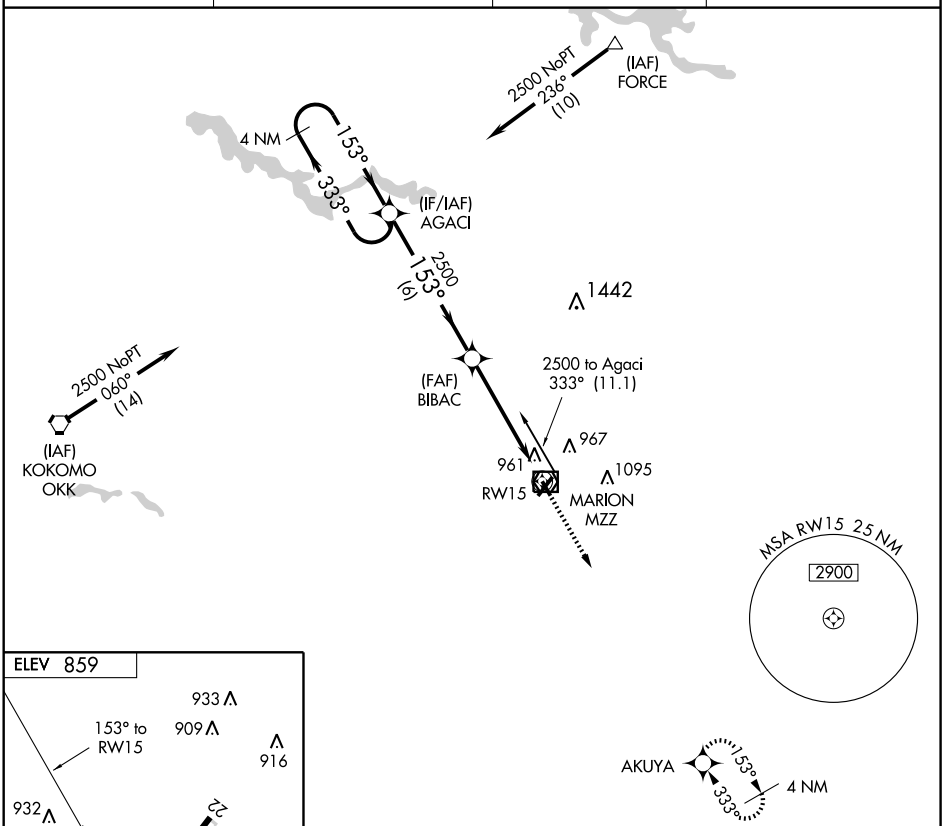
APP CRS	Rwy Idg	3596
153°	TDZE	858
	Apt Elev	859

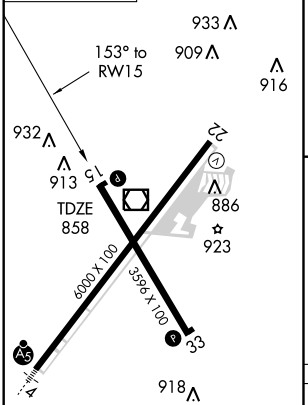
If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Circling to Rwy 33 NA at night. When VGSI inop, straight-in/circling Rwy 15 procedure NA at night.

NA

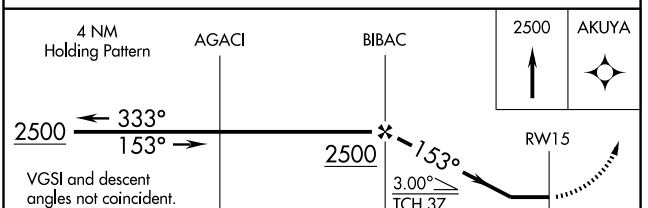
MISSED APPROACH: Climb to 2500 direct AKUYA and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L





HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 15, 22, and 33 L



CATEGORY	A	B	C	D
LNAV MDA	1220-1 362 (400-1)			1220-1¼ 362 (400-1¼)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

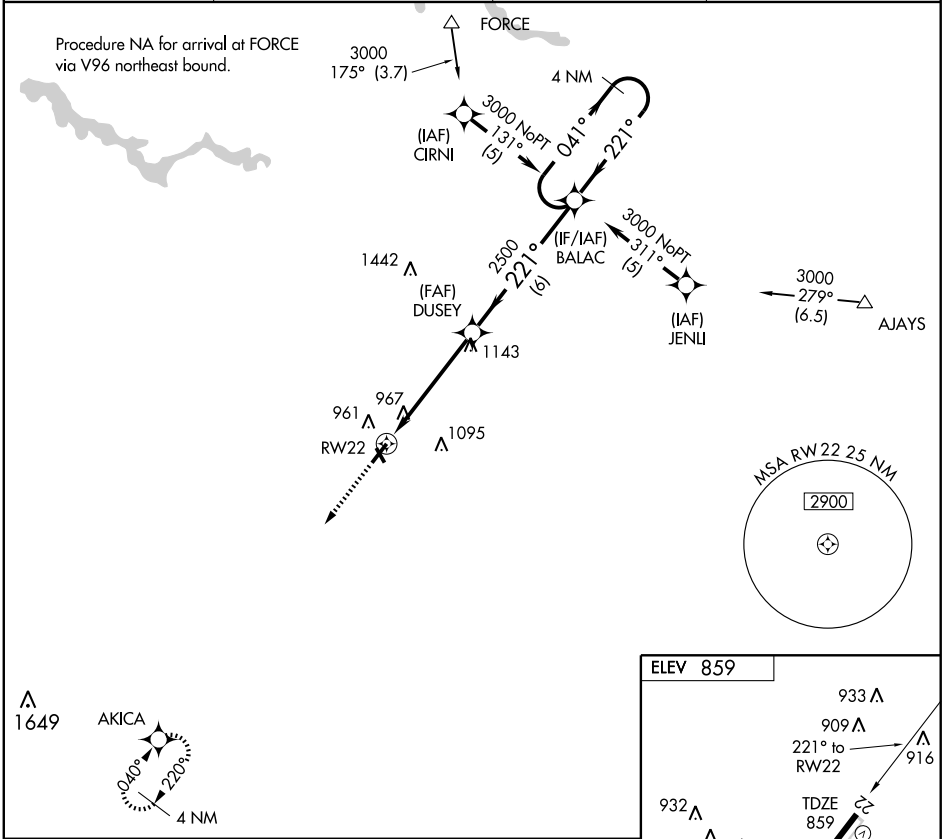
APP CRS	Rwy Idg	6000
221°	TDZE	859
	Apt Elev	859

RNAV (GPS) RWY 22
MARION MUNI (MZZ)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDAs 100 feet.
When VGSI inop, circling Rwy 15 NA at night. Circling to Rwy 33 NA at night.

MISSED APPROACH: Climb to 3000 direct AKICA and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1380-1	521 (600-1)	1380-1½ 521 (600-1½)	1380-1¾ 521 (600-1¾)
CIRCLING	1380-1	521 (600-1)	1380-1½ 521 (600-1½)	1420-2 561 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 15, 22, and 33 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3596
333°	TDZE	858
	Apt Elev	859

RNAV (GPS) RWY 33

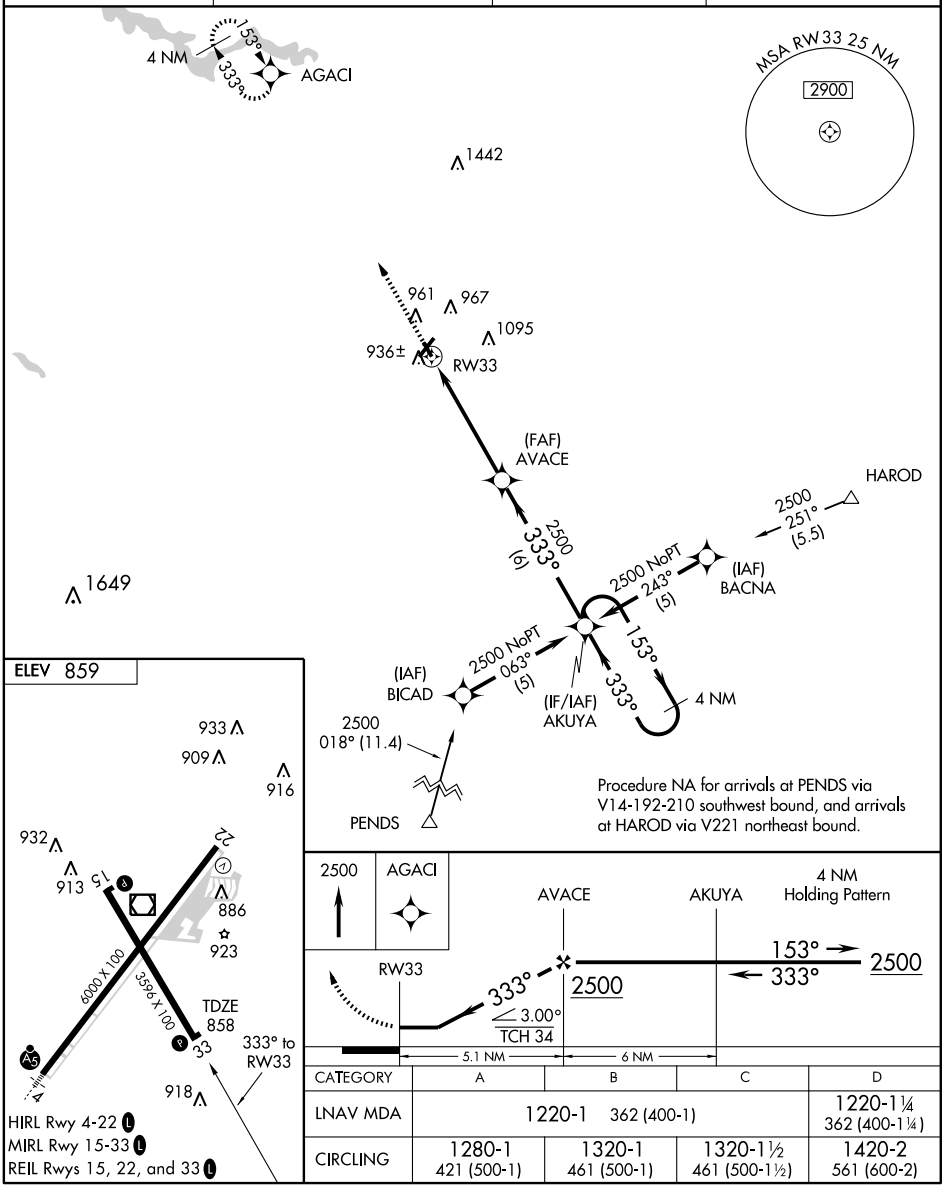
MARION MUNI (MZZ)

When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 100 feet and LNAV Cat C and D visibility ¼ mile. DME/DME RNP-0.3 NA. Circling to Rwy 15 NA at night. When VGSI inop, straight-in/circling Rwy 33 procedure NA at night.

T
NA

MISSED APPROACH: Climb to 2500 direct AGACI and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1220-1 362 (400-1)			1220-1¼ 362 (400-1¼)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MZZ	APP CRS	Rwy Idg	6000
108.6	034°	TDZE	859
Chan 23		Apt Elev	859

VOR RWY 4
MARION MUNI (MZZ)

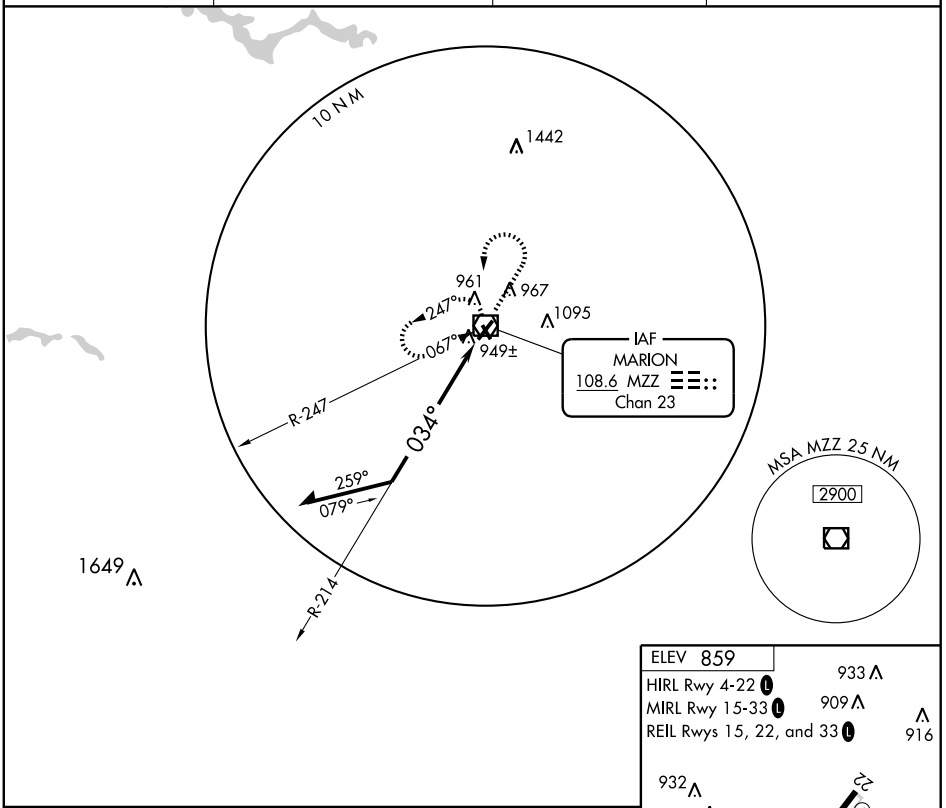
If local altimeter setting not received, use Fort Wayne Intl altimeter setting, and increase all MDAs 100 feet.
For inoperative MALSR, increase Cat D visibility to 1¼.

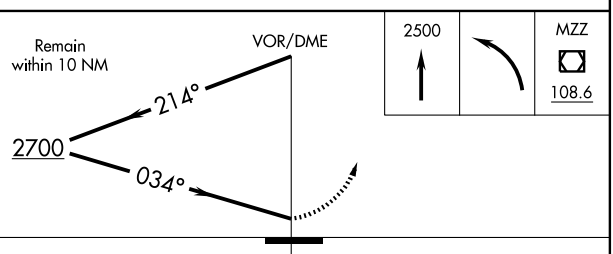
NA

MALSR

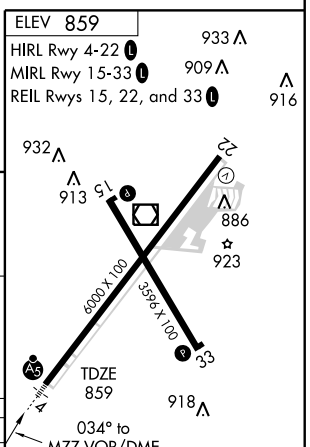
MISSED APPROACH: Climb to 2500 then left turn direct MZZ VOR/DME and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-4	1260-½ 401 (500-½)		1260-¾ 401 (500-¾)	1260-1 401 (500-1)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

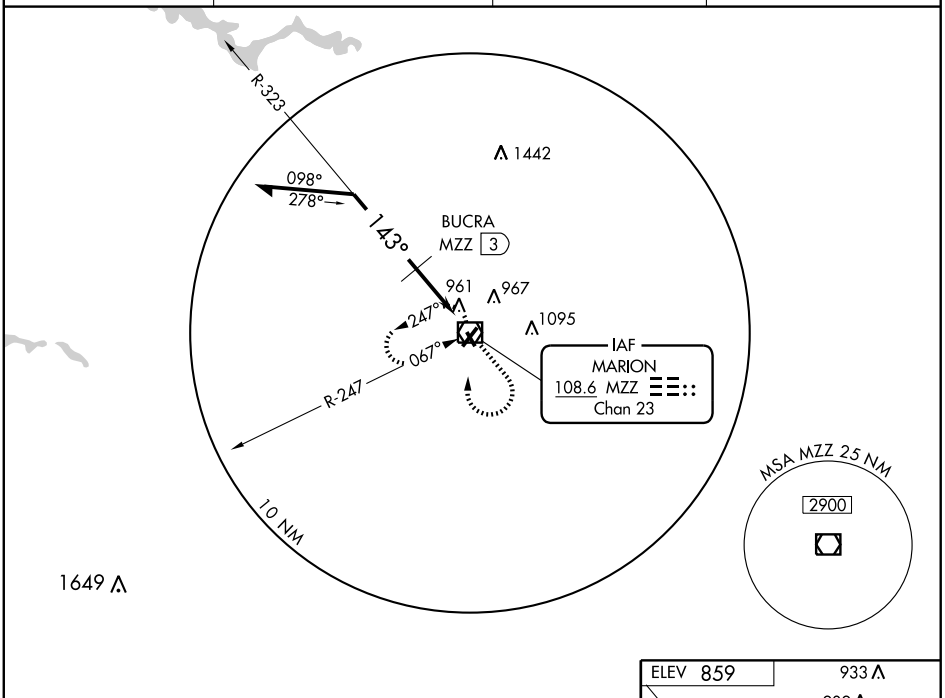
VOR/DME MZZ	APP CRS	Rwy Idg	3596
108.6	143°	TDZE	858
Chan 23		Apt Elev	859

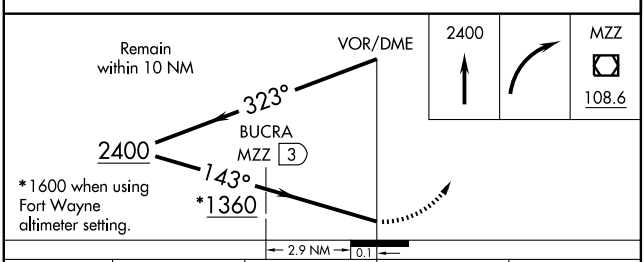
VOR RWY 15
MARION MUNI (MZZ)

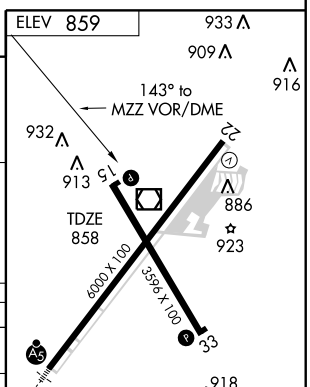
When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 100 feet, increase S-15 and Circling Cat B visibility ¼ mile, Cat C and D ½ mile. BUCRA FIX MINIMUMS: increase S-15 Cat C and D visibility ¼ mile

MISSED APPROACH: Climb to 2400 then right turn direct MZZ VOR/DME and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-15	1500-1 642 (700-1)		1500-1¾ 642 (700-1¾)	1500-2 642 (700-2)
CIRCLING	1500-1 641 (700-1)		1500-1¾ 641 (700-1¾)	1500-2 641 (700-2)
BUCRA FIX MINIMUMS				
S-15	1220-1 362 (400-1)			1220-1¼ 362 (400-1¼)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 15, 22, and 33 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MZZ	APP CRS	Rwy Idg	6000
108.6	227°	TDZE	859
Chan 23		Apt Elev	859

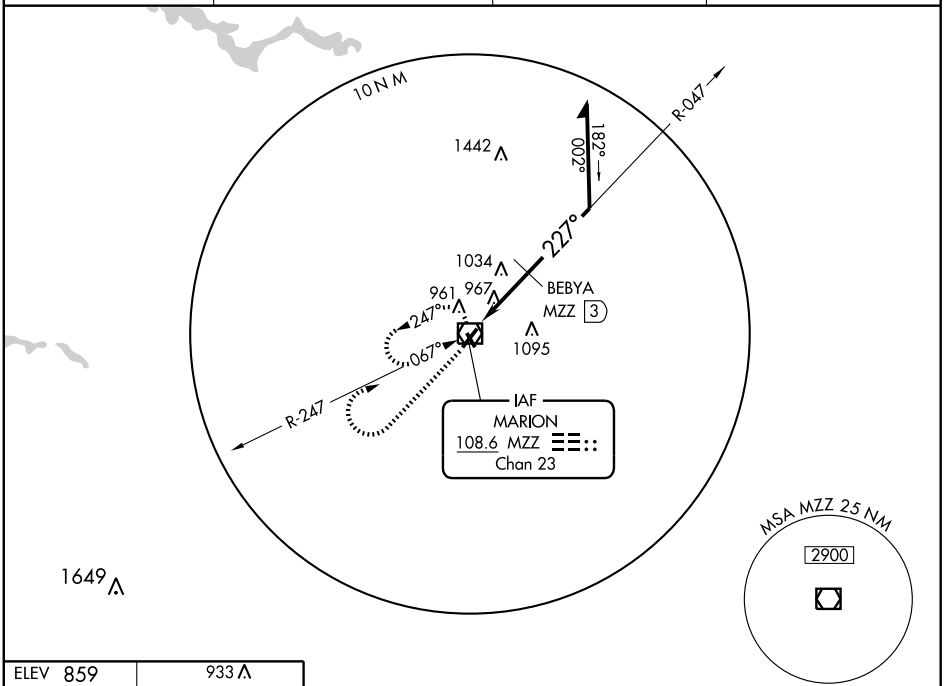
VOR RWY 22
MARION MUNI (MZZ)

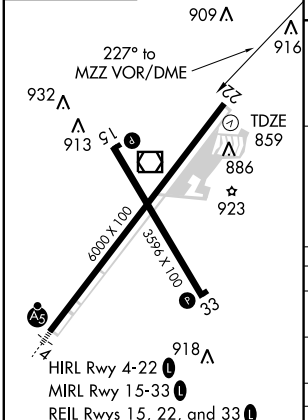
If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 100 feet.

NA

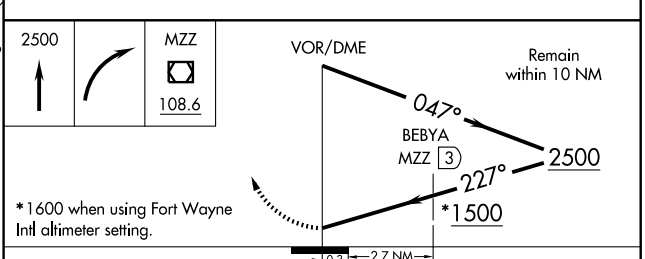
MISSED APPROACH: Climb to 2500 then right turn direct MZZ VOR/DME and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L





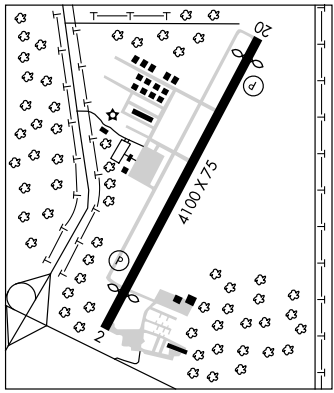
Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-22	1500-1	641 (700-1)	1500-1¾ 641 (700-1¾)	1500-2 641 (700-2)
CIRCLING	1500-1	641 (700-1)	1500-1¾ 641 (700-1¾)	1500-2 641 (700-2)
BEBYA FIX MINIMUMS				
S-22	1340-1	481 (500-1)	1340-1¼ 481 (500-1¼)	1340-1½ 481 (500-1½)
CIRCLING	1340-1	481 (500-1)	1340-1½ 481 (500-1½)	1420-2 561 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

MICHIGAN CITY MUNI (MGC) 3 E UTC−6(−5DT) N41°42.20′ W86°49.27′ CHICAGO
655 B **FUEL** 100LL, JET A NOTAM FILE HUF L–28I
RWY 02–20: H4100X75 (ASPH) MIRL 0.3% up S IAP
RWY 02: PAPI(P2L)—GA 4.0° TCH 20′. Thld dsplcd 360′. Road.
RWY 20: REIL. PAPI(P2L). Thld dsplcd 183′. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel 100LL self svc avbl. Birds and deer on and invof arpt. Apt lgts opr dusk–0400Z‡. ACTIVATE MIRL Rwy 02–20 and REIL Rwy 20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **SOUTH BEND APP/DEP CON** 118.55 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 127.55
SOUTH BEND CLNC DEL 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
GIPPER (H) VORTACW 115.4 GIJ Chan 101 N41°46.12′ W86°19.11′ 260° 22.9 NM to fld. 804/00E. **HIWAS.**



MILLER (See BLUFFTON)

MISHA N41°42.34′ W86°13.14′ NOTAM FILE SBN. CHICAGO
NDB (LOM) 341 SB 275° 4.4 NM to South Bend Rgnl. Unmonitored.

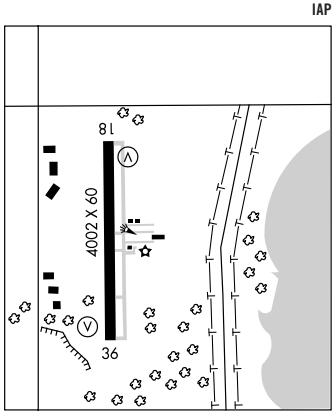
MISHAWAKA PILOTS CLUB (See ELKHART)

MISSISSINEWA RESERVOIR LANDING AREA SPB (See PERU)

MONROE CO (See BLOOMINGTON)

MONTICELLO

WHITE CO (MCX) 3 S UTC−5(−4DT) N40°42.53′ W86°46.01′ CHICAGO
676 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF L–27D
RWY 18–36: H4002X60 (ASPH) S–22 MIRL IAP
RWY 18: REIL. VASI(V2L)—GA 3.0° TCH 21′. Road.
RWY 36: REIL. VASI(V2L)—GA 4.0° TCH 24′. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Arpt unattended all major holidays. Fuel self svc avbl 24 hours. Frequent aerial application tfc during months of Jun, Jul, Aug. Deer invof arpt. Frequent glider tfc 1500Z‡–SS daily during Apr–mid Nov. Twy edge marked with 2′ yellow cylinder reflectors.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ**CHICAGO CENTER APP/DEP CON** 123.85
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BOILER (H) VORTACW 115.1 BVT Chan 98 N40°33.37′ W87°04.16′ 055° 16.6 NM to fld. 750/1E. **HIWAS.**



MORRISON FLIGHT PARK ULTRALIGHT (See LINTON)

MOUNT COMFORT (See INDIANAPOLIS)

RNAV (GPS) RWY 20

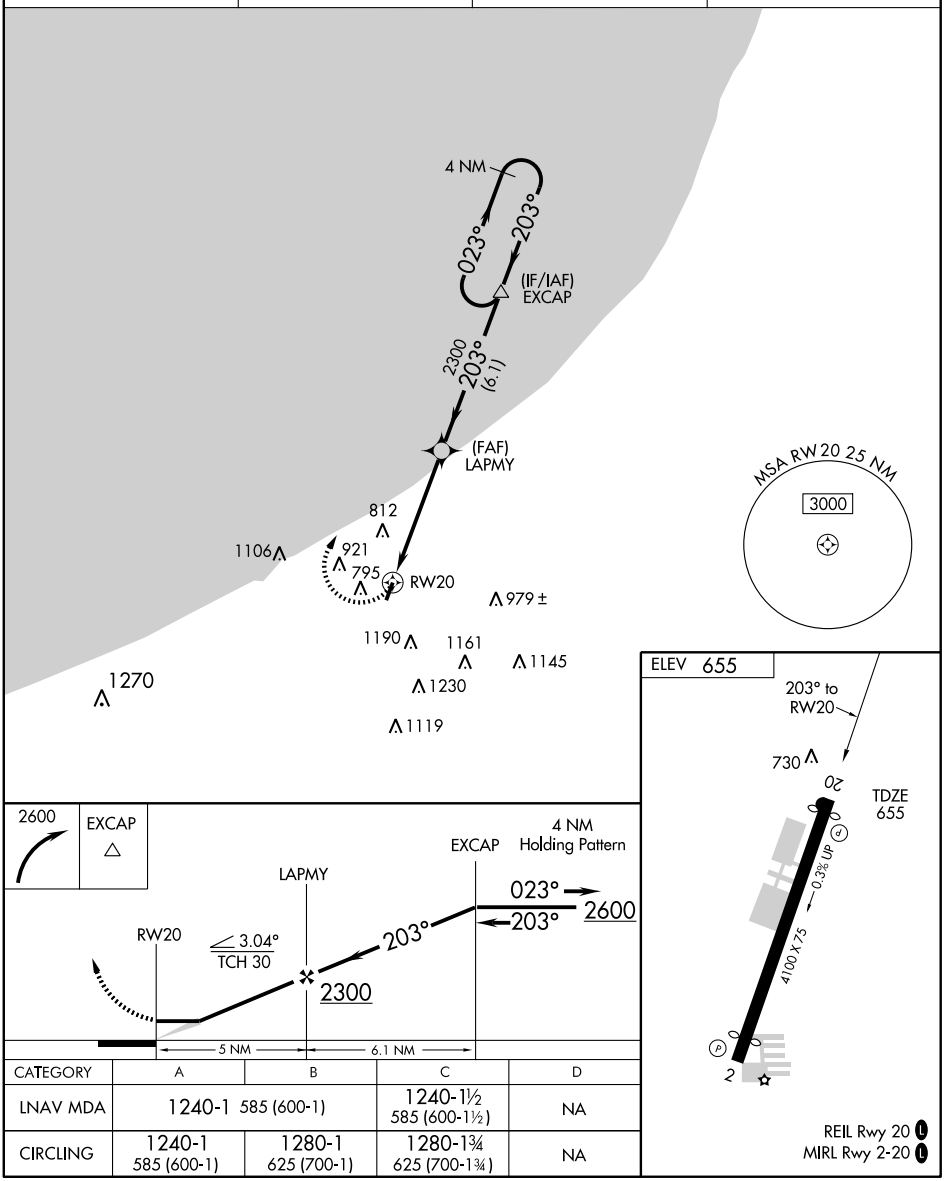
MICHIGAN CITY MUNI (MGC)

APP CRS	Rwy Idg	3917
203°	TDZE	655
	Apt Elev	655

DME/DME RNP-0.3 NA.
Use South Bend altimeter setting, when not received use Gary altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 direct EXCAP and hold.

SOUTH BEND ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
118.15	118.55	134.8	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1240-1 585 (600-1)		1240-1½ 585 (600-1½)	NA
CIRCLING	1240-1 585 (600-1)	1280-1 625 (700-1)	1280-1¾ 625 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GIJ	APP CRS	Rwy Idg	N/A
115.4	260°	TDZE	N/A
Chan 101		Apt Elev	655

VOR-A

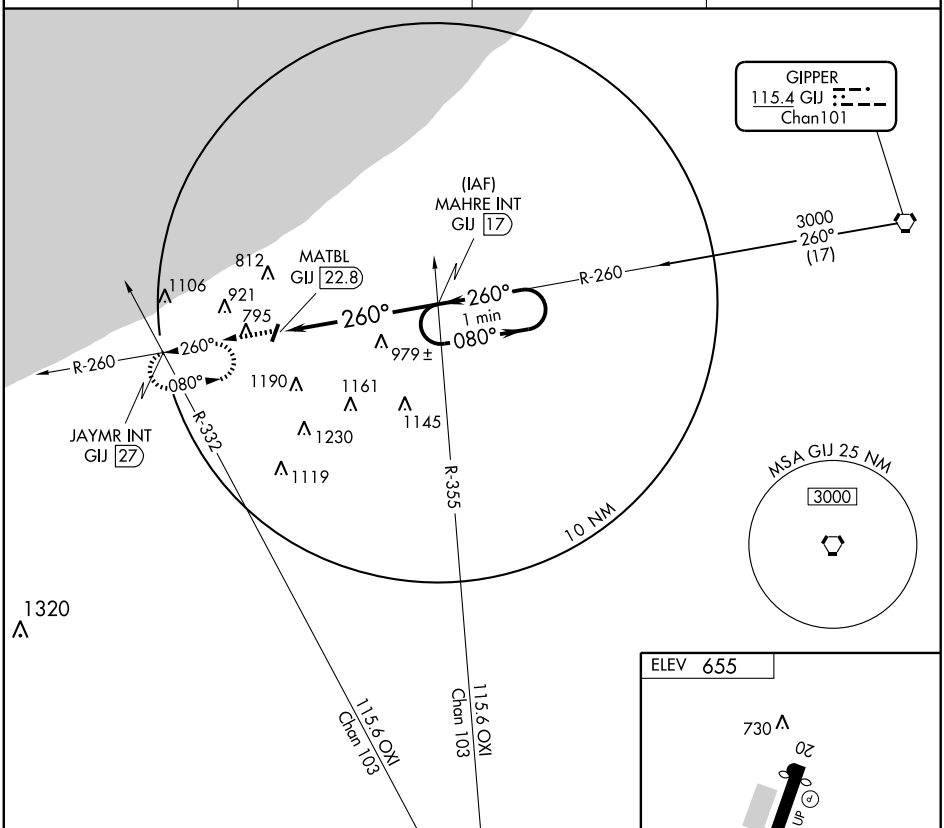
MICHIGAN CITY MUNI (MGC)

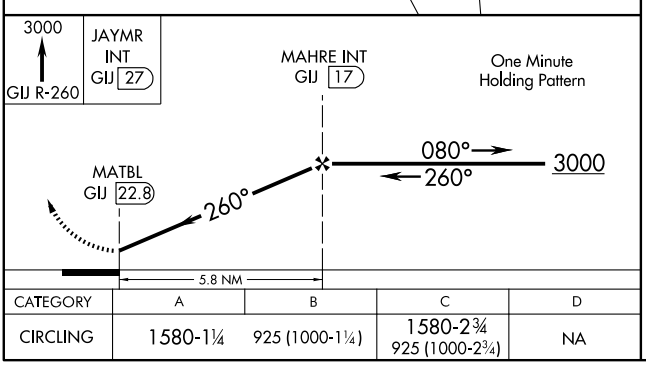
Use South Bend altimeter setting, when not received use Gary altimeter setting.

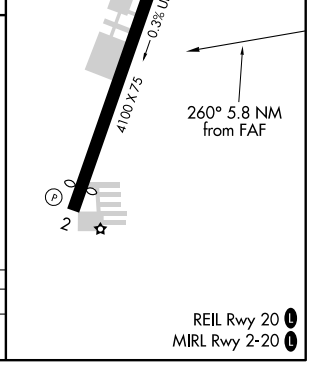
NA

MISSED APPROACH: Climb to 3000 via GIJ VORTAC R-260 to JAYMR INT/GIJ 27 DME and hold, continue climb-in-hold to 3000.

SOUTH BEND ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
118.15	118.55	134.8	122.7 (CTAF) L





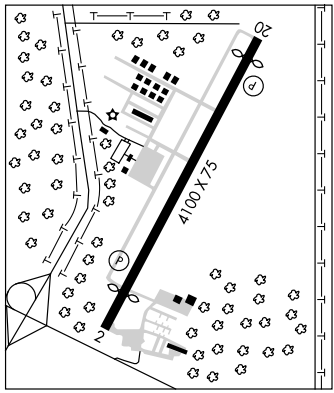


CATEGORY	A	B	C	D
CIRCLING	1580-1¼	925 (1000-1¼)	1580-2¾ 925 (1000-2¾)	NA

REIL Rwy 20 L
MIRL Rwy 2-20 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

MICHIGAN CITY MUNI (MGC) 3 E UTC−6(−5DT) N41°42.20′ W86°49.27′ CHICAGO
655 B **FUEL** 100LL, JET A NOTAM FILE HUF L–28I
RWY 02–20: H4100X75 (ASPH) MIRL 0.3% up S IAP
RWY 02: PAPI(P2L)—GA 4.0° TCH 20′. Thld dsplcd 360′. Road.
RWY 20: REIL. PAPI(P2L). Thld dsplcd 183′. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel 100LL self svc avbl. Birds and deer on and invof arpt. Apt lgts opr dusk–0400Z‡. ACTIVATE MIRL Rwy 02–20 and REIL Rwy 20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **SOUTH BEND APP/DEP CON** 118.55 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 127.55
SOUTH BEND CLNC DEL 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
GIPPER (H) VORTACW 115.4 GIJ Chan 101 N41°46.12′ W86°19.11′ 260° 22.9 NM to fld. 804/00E. **HIWAS.**



MILLER (See BLUFFTON)

MISHA N41°42.34′ W86°13.14′ NOTAM FILE SBN. CHICAGO
NDB (LOM) 341 SB 275° 4.4 NM to South Bend Rgnl. Unmonitored.

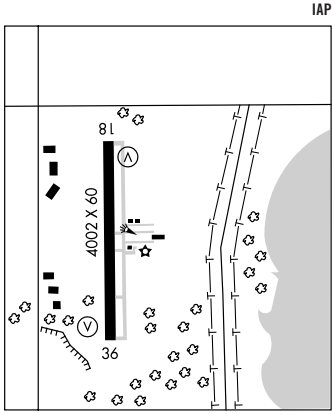
MISHAWAKA PILOTS CLUB (See ELKHART)

MISSISSINEWA RESERVOIR LANDING AREA SPB (See PERU)

MONROE CO (See BLOOMINGTON)

MONTICELLO

WHITE CO (MCX) 3 S UTC−5(−4DT) N40°42.53′ W86°46.01′ CHICAGO
676 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF L–27D
RWY 18–36: H4002X60 (ASPH) S–22 MIRL IAP
RWY 18: REIL. VASI(V2L)—GA 3.0° TCH 21′. Road.
RWY 36: REIL. VASI(V2L)—GA 4.0° TCH 24′. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Arpt unattended all major holidays. Fuel self svc avbl 24 hours. Frequent aerial application tfc during months of Jun, Jul, Aug. Deer invof arpt. Frequent glider tfc 1500Z‡–SS daily during Apr–mid Nov. Twy edge marked with 2′ yellow cylinder reflectors.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ**CHICAGO CENTER APP/DEP CON** 123.85
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BOILER (H) VORTACW 115.1 BVT Chan 98 N40°33.37′ W87°04.16′ 055° 16.6 NM to fld. 750/1E. **HIWAS.**



MORRISON FLIGHT PARK ULTRALIGHT (See LINTON)

MOUNT COMFORT (See INDIANAPOLIS)

APP CRS	Rwy Idg	4002
182°	TDZE	676
	Apt Elev	676

GPS RWY 18

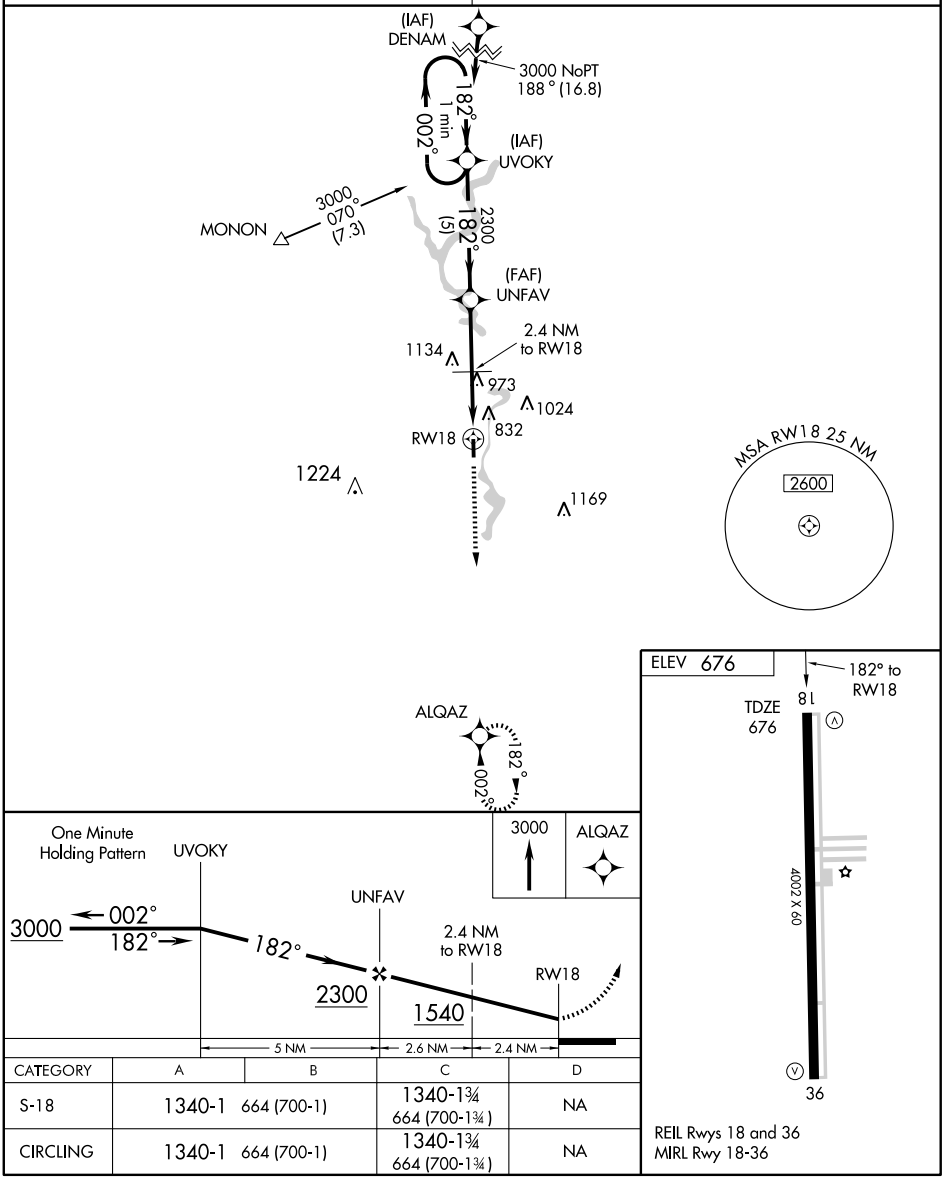
MONTICELLO/ WHITE COUNTY (MCX)

NA

Use Lafayette altimeter setting.

MISSED APPROACH: Climb to 3000 direct ALQAZ WP and hold.

CHICAGO CENTER	UNICOM
123.85 343.95	122.8 (CTAF)



CATEGORY	A	B	C	D
S-18	1340-1	664 (700-1)	1340-1¾ 664 (700-1¾)	NA
CIRCLING	1340-1	664 (700-1)	1340-1¾ 664 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4002
002°	TDZE	673
	Apt Elev	676

GPS RWY 36

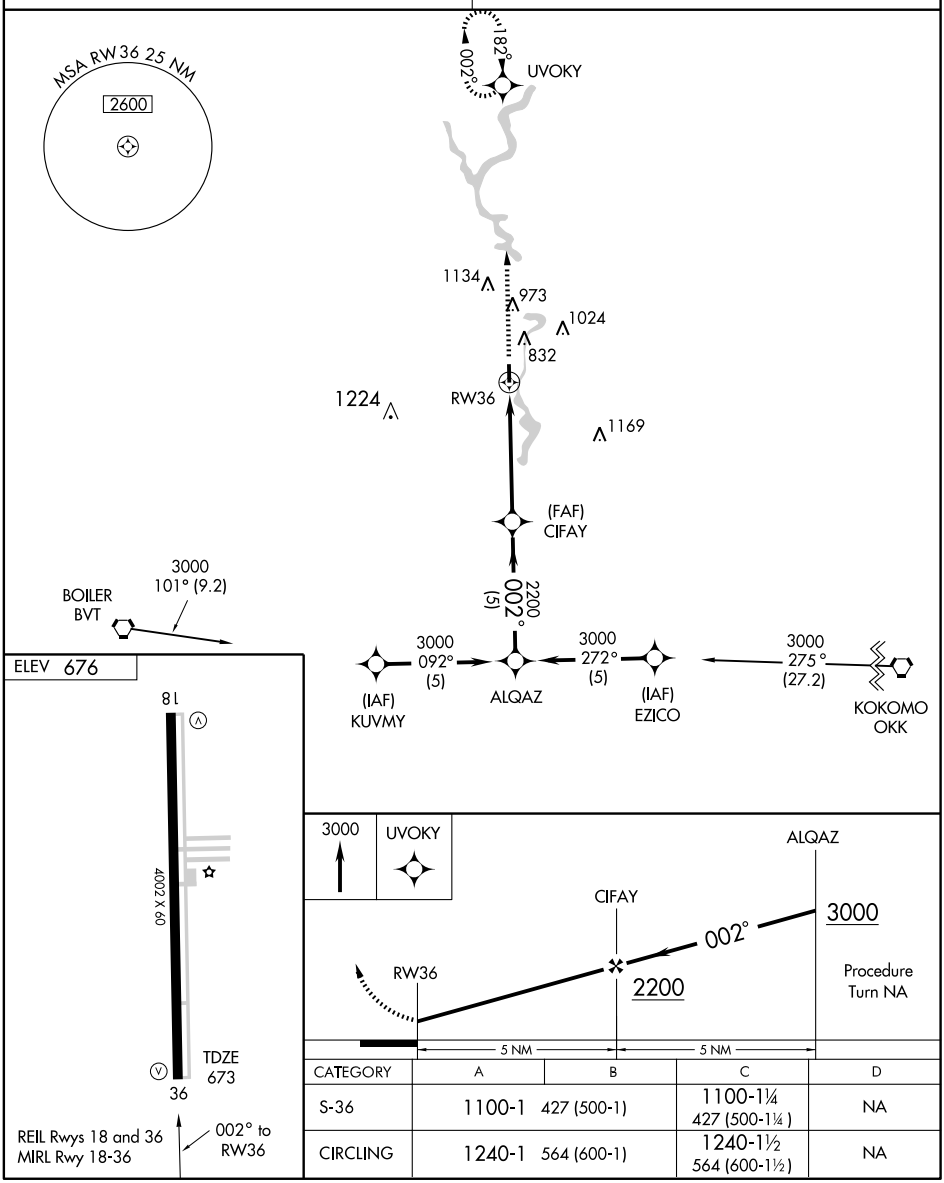
MONTICELLO/ WHITE COUNTY (MCX)

NA

Use Lafayette altimeter setting.

MISSED APPROACH: Climb to 3000 direct UVOKY WP and hold.

CHICAGO CENTER	UNICOM
123.85 343.95	122.8 (CTAF)



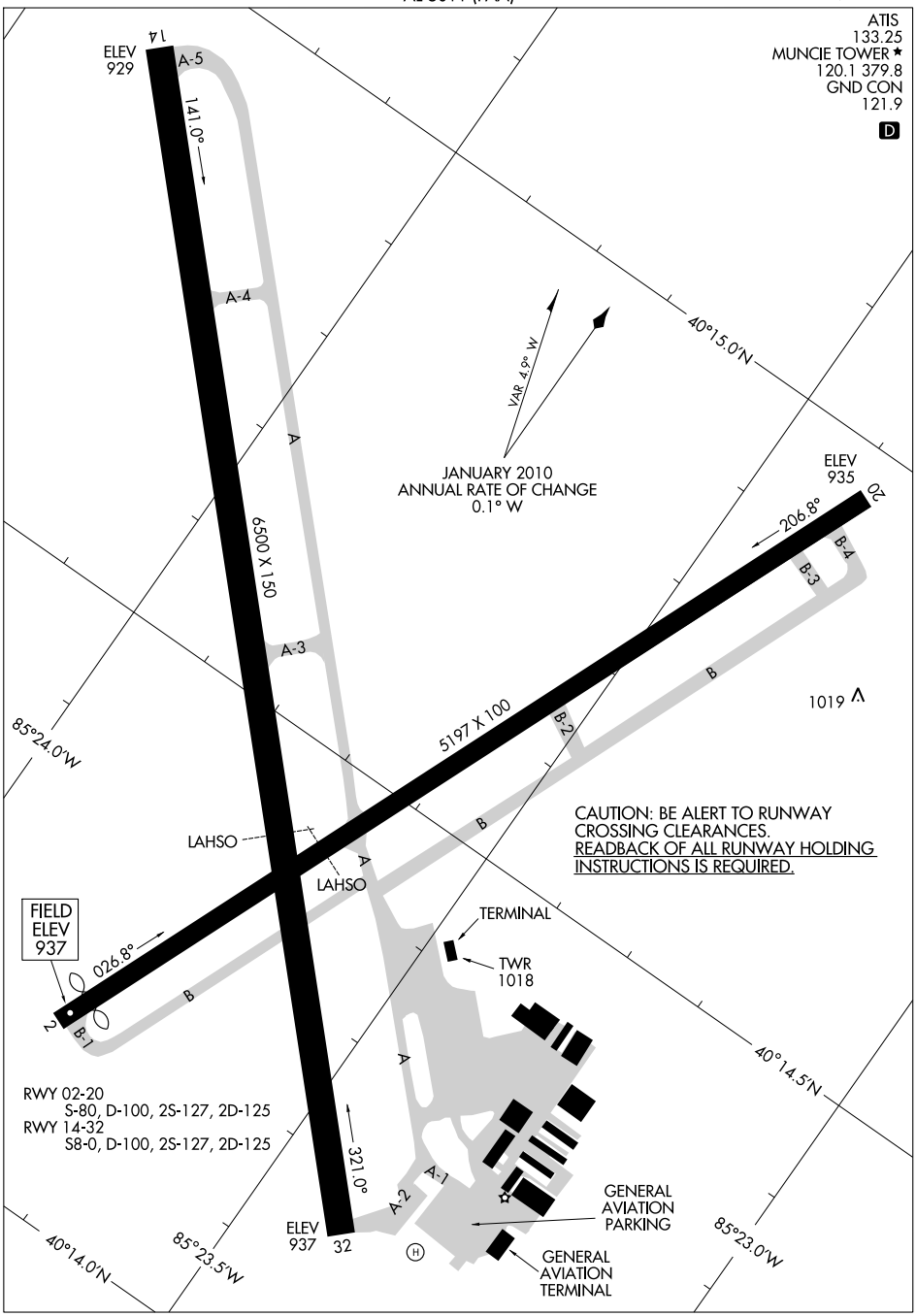
CATEGORY	A	B	C	D
S-36	1100-1	427 (500-1)	1100-1¼ 427 (500-1¼)	NA
CIRCLING	1240-1	564 (600-1)	1240-1½ 564 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MUNCIE/ DELAWARE COUNTY RGNL (MIE)
MUNCIE, INDIANA

AL-5011 (FAA)



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MUNCIE, INDIANA
MUNCIE/ DELAWARE COUNTY RGNL (MIE)

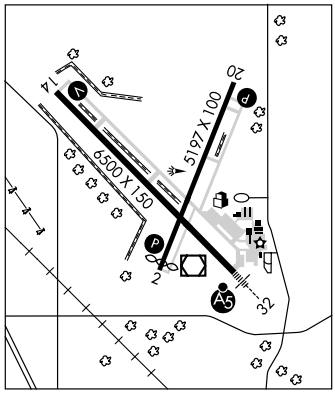
10210

MUNCIE

DELAWARE CO RGNL (MIE) 3 NW UTC−5(−4DT) N40°14.55′ W85°23.75′ CHICAGO

937 B S2 **FUEL** 100LL, JET A 0X 1, 3 TPA—1937(1000) Class IV, ARFF Index A **H–5E, 10F, L–27E**
NOTAM FILE MIE **IAP, AD**

RWY 14–32: H6500X150 (ASPH–GRVD) S–80, D–100, 2S–127, 2D–125 HIRL
RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 19′. Trees.
RWY 32: MALSR. Trees.
RWY 02–20: H5197X100 (ASPH–GRVD) S–80, D–100, 2S–127, 2D–125 MIRL
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 27′. Thld dsplcd 196′. Tree.
RWY 20: REIL. PAPI(P4L)–GA 3.0° TCH 45′. Tree.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 14	02–20	4300
RWY 20	14–32	3500

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–4998	TODA–4998	ASDA–4998	LDA–4998
RWY 14:	TORA–6500	TODA–6500	ASDA–6500	LDA–6500
RWY 20:	TORA–4998	TODA–4998	ASDA–4998	LDA–4998
RWY 32:	TORA–6500	TODA–6500	ASDA–6500	LDA–6500

AIRPORT REMARKS: Attended 1100–0400Z‡. Parachute Jumping. Deer on and invof arpt. Rwy 20 PAPI OTS indef. ACTIVATE MIRL Rwy 02–20; PAPI Rwy 02 and Rwy 20; REIL Rwy 14, Rwy 02 and Rwy 20 (with highest ints only); HIRL Rwy 14–32; MALSR Rwy 32; VASI Rwy 14–CTAF. Rwy 14–32 is preferred ldg rwy in calm winds. 48 hrs PPR for unscheduled air carrier ops with more than 30 passenger seats, call airport manager 765–747–5690. Rwy 14 REIL OTS indef.
WEATHER DATA SOURCES: ASOS 114.4 MIE (765) 288–9617. LAWRS.
COMMUNICATIONS: CTAF 120.1 **ATIS** 133.25 **UNICOM** 122.95
MUNCIE RCO 122.1R 114.4T (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 120.65
MUNCIE TOWER 120.1 (1100–0300Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1100–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIE.
MUNCIE (L) VOR/DME 114.4 MIE Chan 91 N40°14.24′ W85°23.64′ at fld. 935/3W. **ASOS.**
BALLL NDB (LOM) 365 JN N40°10.85′ W85°19.26′ 320° 5.0 NM to fld.
ILS 109.1 I–JNK Rwy 32. Class IE. LOM BALLL NDB. ILS unmonitored when twr closed.

REESE (7I2) 3 SE UTC−5(−4DT) N40°09.25′ W85°19.00′ CHICAGO

991 **FUEL** 100LL, MOGAS TPA—1791(800) NOTAM FILE HUF
RWY 09–27: H2800X50 (ASPH) LIRL (NSTD)
RWY 09: Crops. **RWY 27:** Road.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Cracks on rwy. For LIRL Rwy 09–27 call 765–284–9611; 765–289–8753, 765–286–9074 or 765–749–7357. Large cracks in pavement. Rwy 09–27 NSTD LIRL, lgts are greater than 10′ from rwy edge.
COMMUNICATIONS: CTAF/UNICOM 122.7

MUNCIE N40°14.24′ W85°23.64′ NOTAM FILE MIE. CHICAGO

(L) VOR/DME 114.4 MIE Chan 91 at Delaware Co Rgnl. 935/3W. **ASOS.** **L–27E**
DME unusable 151°–287° byd 30 NM blo 3000′.
RCO 122.1R 114.4T (TERRE HAUTE RADIO)

NABB N38°35.33′ W85°38.16′ NOTAM FILE HUF. ST. LOUIS

(L) VORTAC 112.4 ABB Chan 71 037° 13 NM to Madison Muni. 710/1E. **HIWAS.** **H–5E, 10F, L–27E**
VOR portion unusable 178°–189° byd 20 NM.
DME portion unusable 250°–290° byd 20 NM blo 4000′.
RCO 122.1R 112.4T (TERRE HAUTE RADIO)

LOC I-JNK	APP CRS	Rwy Idg	6500
109.1	319°	TDZE	936
		Apt Elev	937

ILS or LOC RWY 32

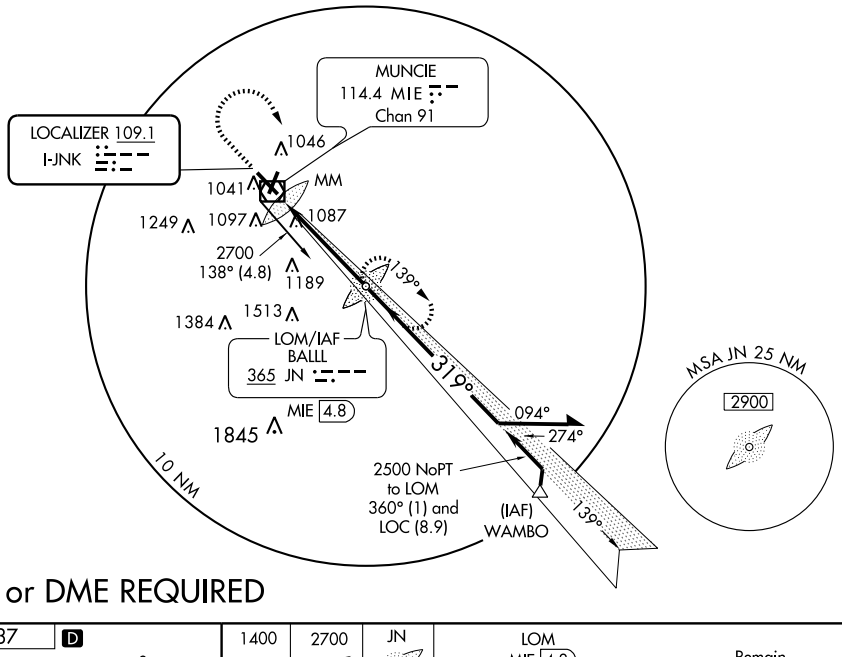
MUNCIE / DELAWARE COUNTY RGNL (MIE)

When control tower closed, except for operators with approved weather reporting service, use Fort Wayne altimeter setting.

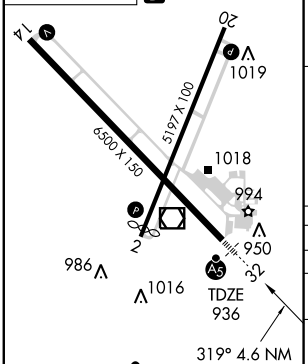
MALSR

MISSED APPROACH: Climb to 1400, then climbing right turn to 2700 direct BALLL and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF) L 379.8	121.9	122.95

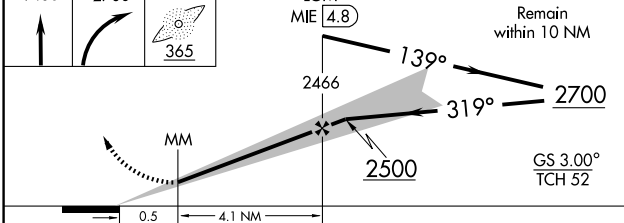


ADF or DME REQUIRED



HIRL Rwy 14-32 L
MIRL Rwy 2-20 L
REIL Rwys 2, 14 and 20 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 32	1136-½ 200 (200-½)			
S-LOC 32	1380-½ 444 (500-½)		1380-¾ 444 (500-¾)	1380-1 444 (500-1)
CIRCLING	1460-1 523 (600-1)		1460-1½ 523 (600-1½)	1500-2 563 (600-2)
FORT WAYNE ALTIMETER SETTING MINIMUMS				
S-ILS 32	1257-½ 321 (400-½)			
S-LOC 32	1520-½ 584 (600-½)		1520-1 584 (600-1)	1520-1¼ 584 (600-1¼)
CIRCLING	1580-1 643 (700-1)		1580-1¾ 643 (700-1¾)	1580-2 643 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
AKRON, OH			
AKRON-CANTON RGNL (CAK)	05	01-19	4,300 feet
	19	05-23	3,100 feet
BLOOMINGTON, IN			
MONROE COUNTY (BMG)	17	06-24	6,100 feet
COLUMBUS, OH			
OHIO STATE UNIVERSITY (OSU)	05	09L-27R	3,350 feet
	09L	05-23	2,550 feet
	09R	14-32	3,300 feet
	14	09R-27L	2,750 feet
	23	09R-27L	2,500 feet
	27L	05-23	3,300 feet
FORT WAYNE, IN			
FORT WAYNE INTL (FWA)	05	14-32	9,150 feet
	14	05-23	5,650 feet
	27	05-23	2,700 feet
LAFAYETTE, IN			
PURDUE UNIVERSITY (LAF)	10	05-23	4,600 feet
MANSFIELD, OH			
MANSFIELD LAHM RGNL (MFD)	05	14-32	4,350 feet
	14	05-23	6,100 feet
MUNCIE, IN			
DELAWARE COUNTY RGNL (MIE)	14	02-20	4,300 feet
	20	14-32	3,500 feet
TERRE HAUTE, IN			
TERRE HAUTE INTL-HULMAN FIELD (HUF)	05	18-36	4,650 feet
	18	05-23	3,300 feet
	23	18-36	3,450 feet
	32	05-23	4,237 feet
	36	14-32	3,200 feet

21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6500
CH 56401	139°	TDZE	933
W14A		Apt Elev	937

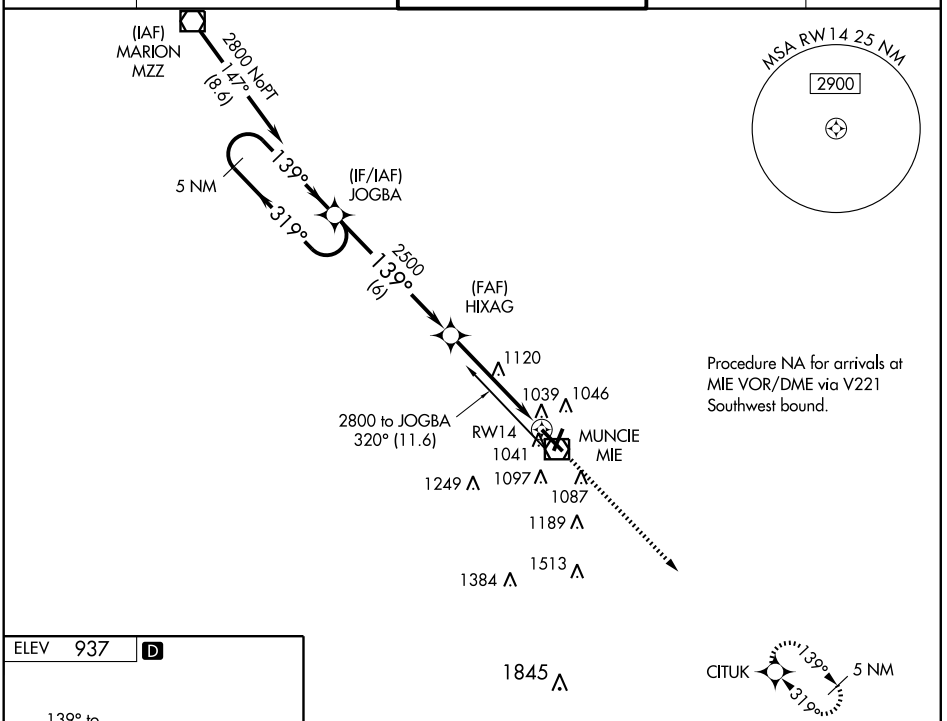
RNAV (GPS) RWY 14

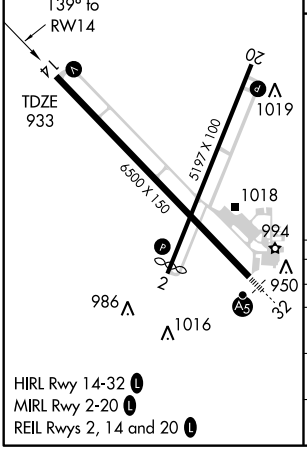
MUNCIE / DELAWARE COUNTY RGNL (MIE)

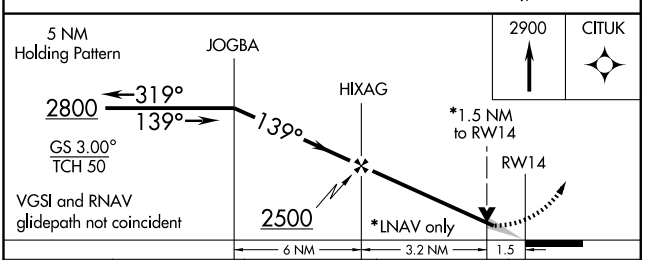
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Fort Wayne Intl altimeter setting. If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 140 feet.

MISSED APPROACH: Climb to 2900 direct CITUK and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF)L 379.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1254-1 321 (400-1)			
LNAV/VNAV DA	1289-1¼ 356 (400-1¼)			
LNAV MDA	1420-1 487 (500-1)		1420-1¼ 487 (500-1¼)	1420-1½ 487 (500-1½)
CIRCLING	1460-1¼ 523 (600-1¼)		1460-1½ 523 (600-1½)	1500-2 563 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

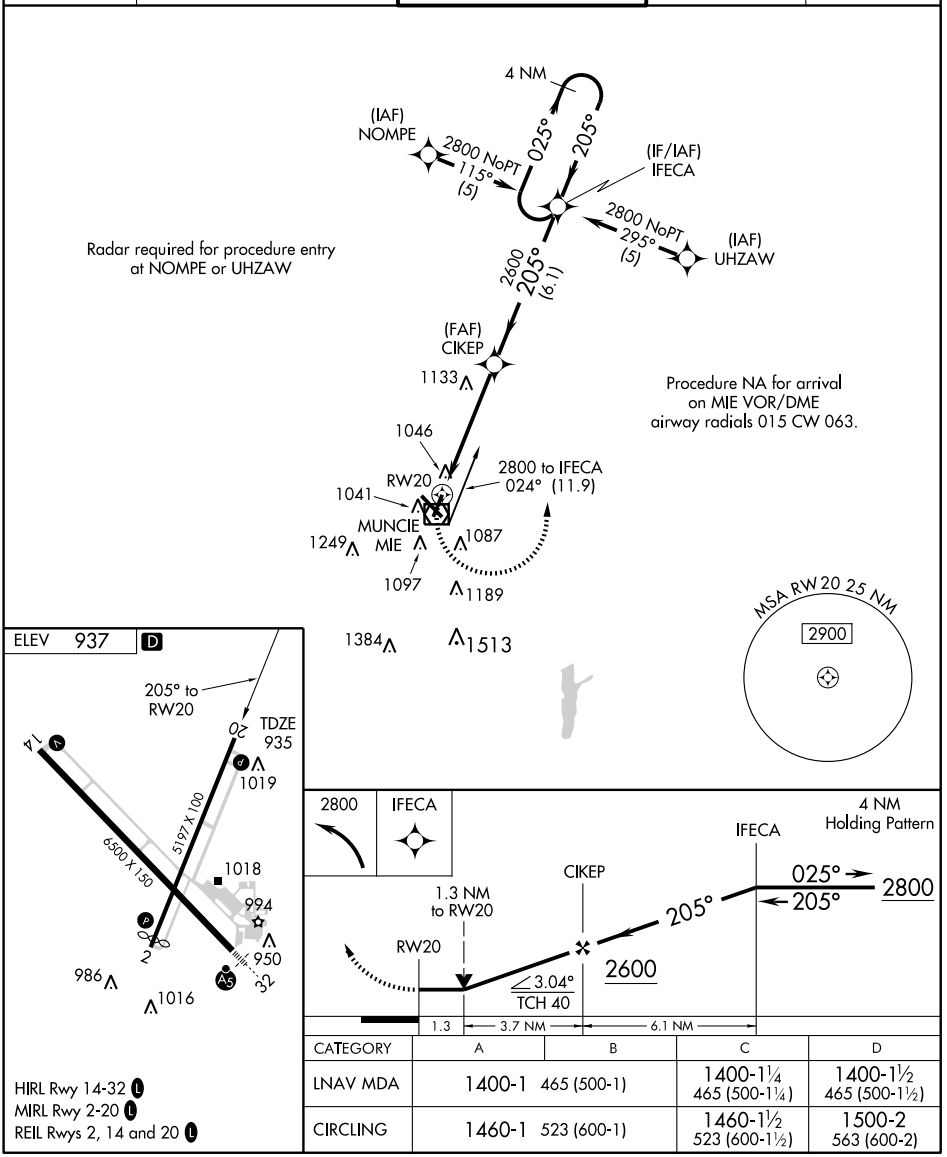
MUNCIE / DELAWARE COUNTY RGNL (MIE)

APP CRS		
205°	Rwy Idg	4998
	TDZE	935
	Apt Elev	937

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cat C and D visibility ½ mile and Circling Cat C and D visibility ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2800 direct IFECA and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1 (CTAF) L 379.8	121.9	122.95



CATEGORY	A	B	C	D
LNAV MDA	1400-1 465 (500-1)		1400-1¼ 465 (500-1¼)	1400-1½ 465 (500-1½)
CIRCLING	1460-1 523 (600-1)		1460-1½ 523 (600-1½)	1500-2 563 (600-2)

HIRL Rwy 14-32 L
MIRL Rwy 2-20 L
REIL Rwys 2, 14 and 20 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6500
CH 72601	319°	TDZE	937
W32A		Apt Elev	937

RNAV (GPS) RWY 32

MUNCIE / DELAWARE COUNTY RGNL (MIE)

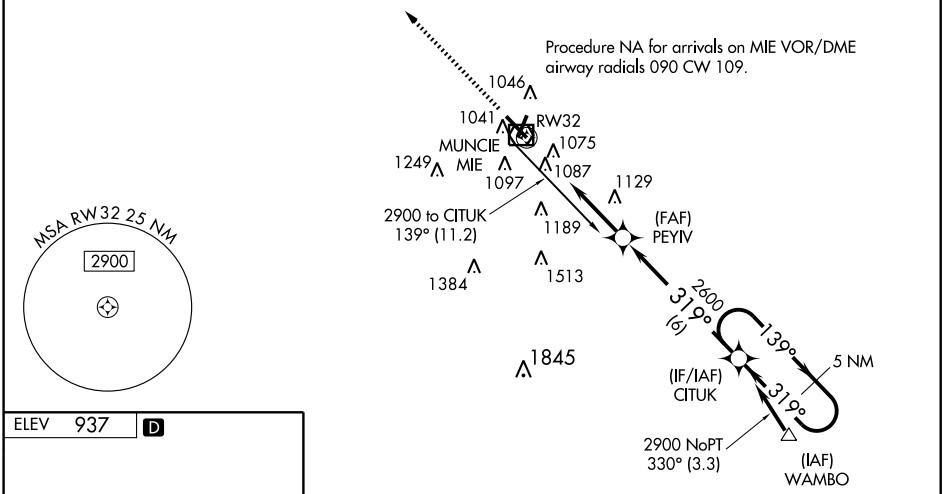
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°C). Baro-VNAV and VDP NA when using Fort Wayne Intl altimeter setting. If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 140 feet. For inoperative MALSR, increase LPV all Cats visibility to 1 mile.

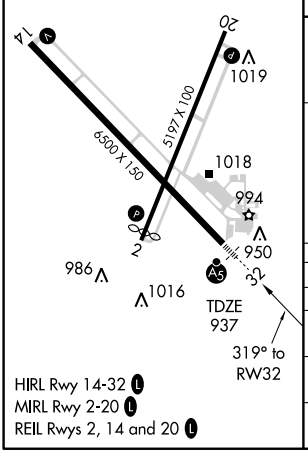
MALSR

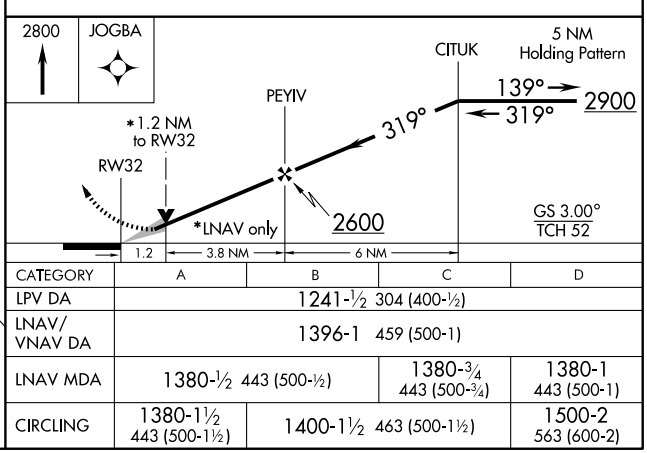
MISSED APPROACH: Climb to 2800 direct JOGBA and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1 (CTAF) L 379.8	121.9	122.95









CATEGORY	A	B	C	D
LPV DA	1241-½ 304 (400-½)			
LNAV/VNAV DA	1396-1 459 (500-1)			
LNAV MDA	1380-½ 443 (500-½)		1380-¾ 443 (500-¾)	1380-1 443 (500-1)
CIRCLING	1380-1½ 443 (500-1½)	1400-1½ 463 (500-1½)		1500-2 563 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MIE	APP CRS	Rwy Idg	6500
114.4	143°	TDZE	933
Chan 91		Apt Elev	937

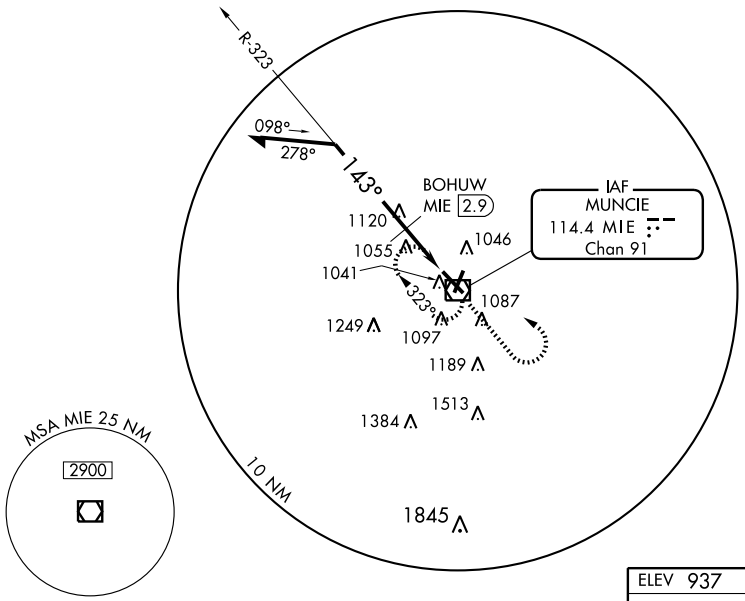
VOR RWY 14

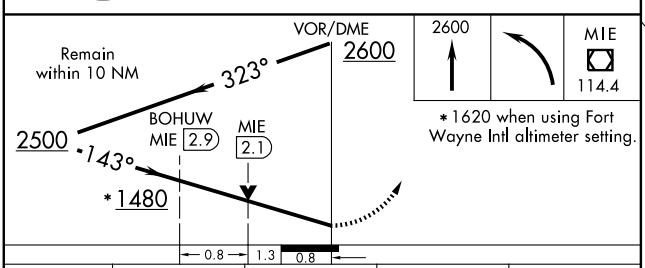
MUNCIE / DELAWARE COUNTY RGNL (MIE)

If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 140 feet.

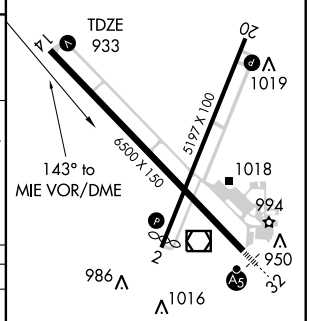
MISSED APPROACH: Climb to 2600 then left turn direct MIE VOR/DME and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF)(L) 379.8	121.9	122.95





*1620 when using Fort Wayne Intl altimeter setting.



CATEGORY	A	B	C	D
S-14	1480-1 547 (600-1)		1480-1½ 547 (600-1½)	1480-1¾ 547 (600-1¾)
CIRCLING	1480-1 543 (600-1)		1480-1½ 543 (600-1½)	1520-2 563 (600-2)
BOHUW FIX MINIMUMS				
S-14	1380-1 447 (500-1)		1380-1¼ 447 (500-1¼)	1380-1½ 447 (500-1½)
CIRCLING	1400-1 463 (500-1)		1400-1½ 463 (500-1½)	1520-2 563 (600-2)

HIRL Rwy 14-32 (L)
MIRL Rwy 2-20 (L)
REIL Rwys 2, 14 and 20 (L)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MIE	APP CRS	Rwy Idg	4998
114.4	201°	TDZE	935
Chan 91		Apt Elev	937

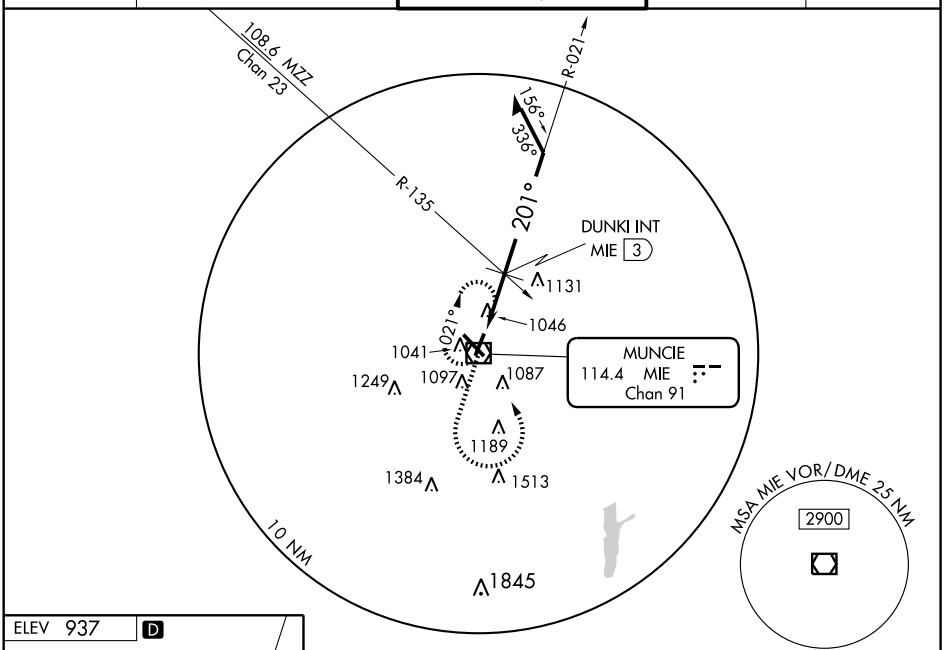
VOR RWY 20

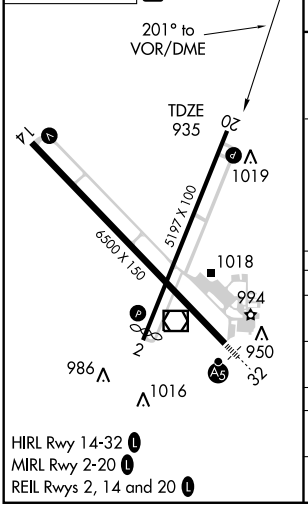
MUNCIE / DELAWARE COUNTY RGNL (MIE)

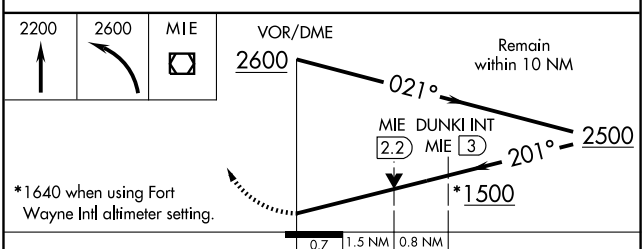
Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 140 feet, increase S-20 Cat C and D visibility ½ mile and Circling Cat C visibility ½ mile, Cat D visibility ¼ mile. DUNKI FIX MINIMUMS: Increase S-20 Cat C visibility ¼ mile and Cat D visibility ½ mile, increase Circling Cat C and D visibility ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

MISSED APPROACH: Climb to 2200 then climbing left turn to 2600 direct MIE VOR/DME and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER *	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF) L 379.8	121.9	122.95







CATEGORY	A	B	C	D
S-20	1500-1 565 (600-1)		1500-1½ 565 (600-1½)	1500-1¾ 565 (600-1¾)
CIRCLING	1500-1 563 (600-1)		1500-1½ 563 (600-1½)	1500-2 563 (600-2)
DUNKI FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-20	1440-1 505 (600-1)		1440-1½ 505 (600-1½)	
CIRCLING	1460-1 523 (600-1)		1460-1½ 523 (600-1½)	1500-2 563 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MIE	APP CRS	Rwy Idg 6500
114.4	307°	TDZE 937
Chan 91		Apt Elev 937

VOR RWY 32

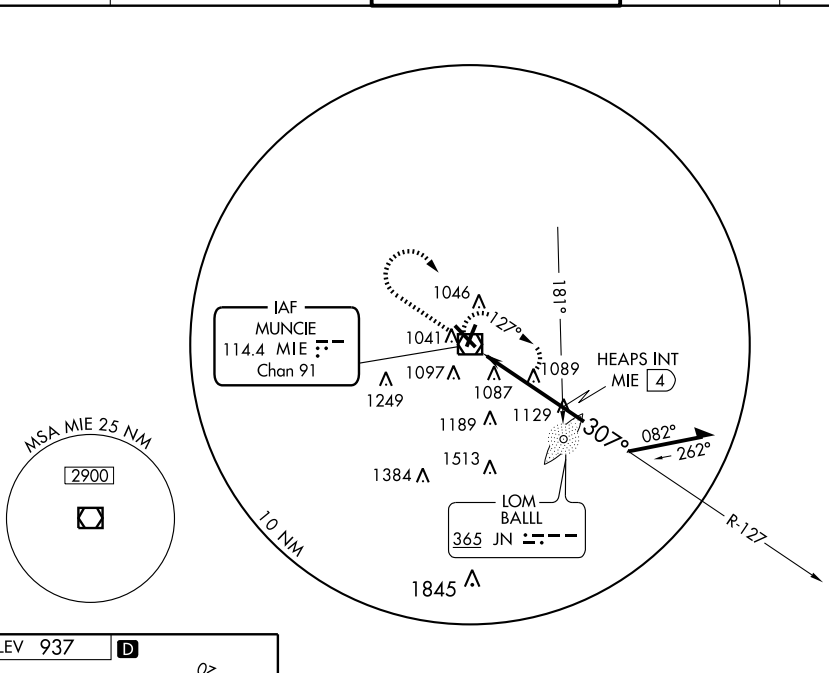
MUNCIE / DELAWARE COUNTY RGNL (MIE)

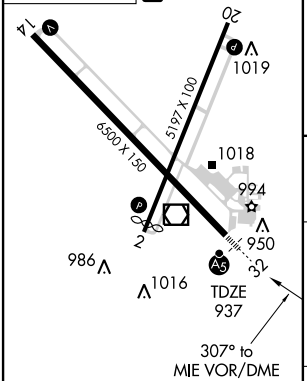
If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 140 feet. Inoperative table does not apply to Cats C and D. For inoperative MALSR, increase S-32 Cats A and B visibility to 1 mile. DME or ADF REQUIRED.

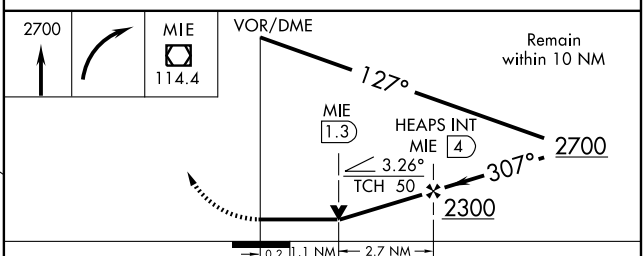
MALSR

MISSED APPROACH: Climb to 2700 then right turn direct MIE VOR/DME and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF) L 379.8	121.9	122.95





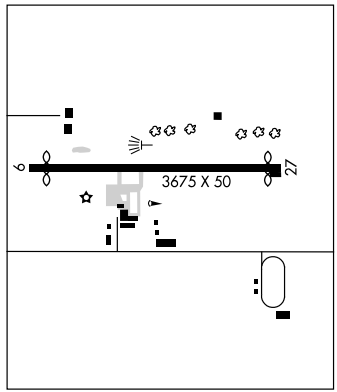


CATEGORY	A	B	C	D
S-32	1360-¾ 424 (500-¾)		1360-1¼ 424 (500-1¼)	
CIRCLING	1460-1 523 (600-1)		1460-1½ 523 (600-1½)	1500-2 563 (600-2)

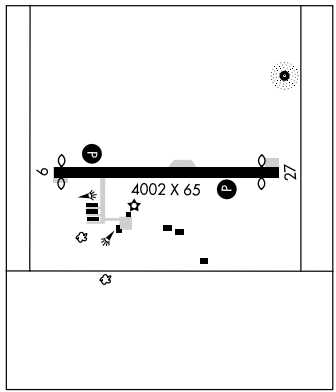
HIRL Rwy 14-32 L
MIRL Rwy 2-20 L
REIL Rwys 2, 14 and 20 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NAPPANEE MUNI (CØ3) 3 E UTC−5(−4DT) N41°26.77′ W85°56.09′ CHICAGO
860 B S4 **FUEL** 100LL NOTAM FILE HUF L–28I
RWY 09–27: H3675X50 (ASPH) S–7 MIRL IAP
RWY 09: Thld dsplcd 250′. Road.
RWY 27: Thld dsplcd 185′. Crops.
AIRPORT REMARKS: Attended 1300–2200Z‡. Deer on and invof arpt. First 670′ Rwy 09 unlighted. ACTIVATE MIRL Rwy 09–27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
GOSHEN RCO 122.1R 113.7T (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 135.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GSH.
GOSHEN (H) VORTAC 113.7 GSH Chan 84 N41°31.51′ W86°01.68′ 138° 6.3 NM to fld. 852/00E.



NEW CASTLE–HENRY CO MUNI (UWL) 4 SE UTC−5(−4DT) N39°52.55′ W85°19.59′ ST. LOUIS
1088 B S2 **FUEL** 100LL, JET A NOTAM FILE HUF L–27E
RWY 09–27: H4002X65 (ASPH) S–6 MIRL 0.3% up E IAP
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Thld dsplcd 89′. Road.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Thld dsplcd 322′. Crops.
AIRPORT REMARKS: Attended 1300–2300Z‡. For fuel when arpt unattended phone 765–332–2969. MIRL Rwy 09–27 preset on low ints; to increase ints and ACTIVATE PAPI Rwys 09 and 27; REIL Rwys 09 and 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **INDIANAPOLIS APP/DEP CON** 135.45
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
RICHMOND (L) VORTAC 110.6 RID Chan 43 N39°45.30′ W84°50.33′ 291° 23.7 NM to fld. 1135/3W.
NDB (MHW) 385 UWL N39°52.80′ W85°19.13′ at fld. NDB unmonitored 0000–1300Z‡.



NOBLESVILLE (I8Ø) 4 SE UTC−5(−4DT) N40°00.21′ W85°57.87′ CHICAGO
821 NOTAM FILE HUF
RWY 09–27: 3580X100 (TURF) LIRL
RWY 09: Thld dsplcd 465′. Road. Rgt tfc. **RWY 27:** Thld dsplcd 110′. Tree.
AIRPORT REMARKS: Unattended. Rwy 09–27 no lights between rwy ends and dsplcd thlds. ACTIVATE LIRL Rwy 09–27—122.7.
COMMUNICATIONS: CTAF 122.9

VORTAC GSH 113.7 Chan 84	APP CRS 318°	Rwy Idg N/A TDZE N/A Apt Elev 860

VOR/DME or GPS-A

NAPPANEE MUNI (C03)

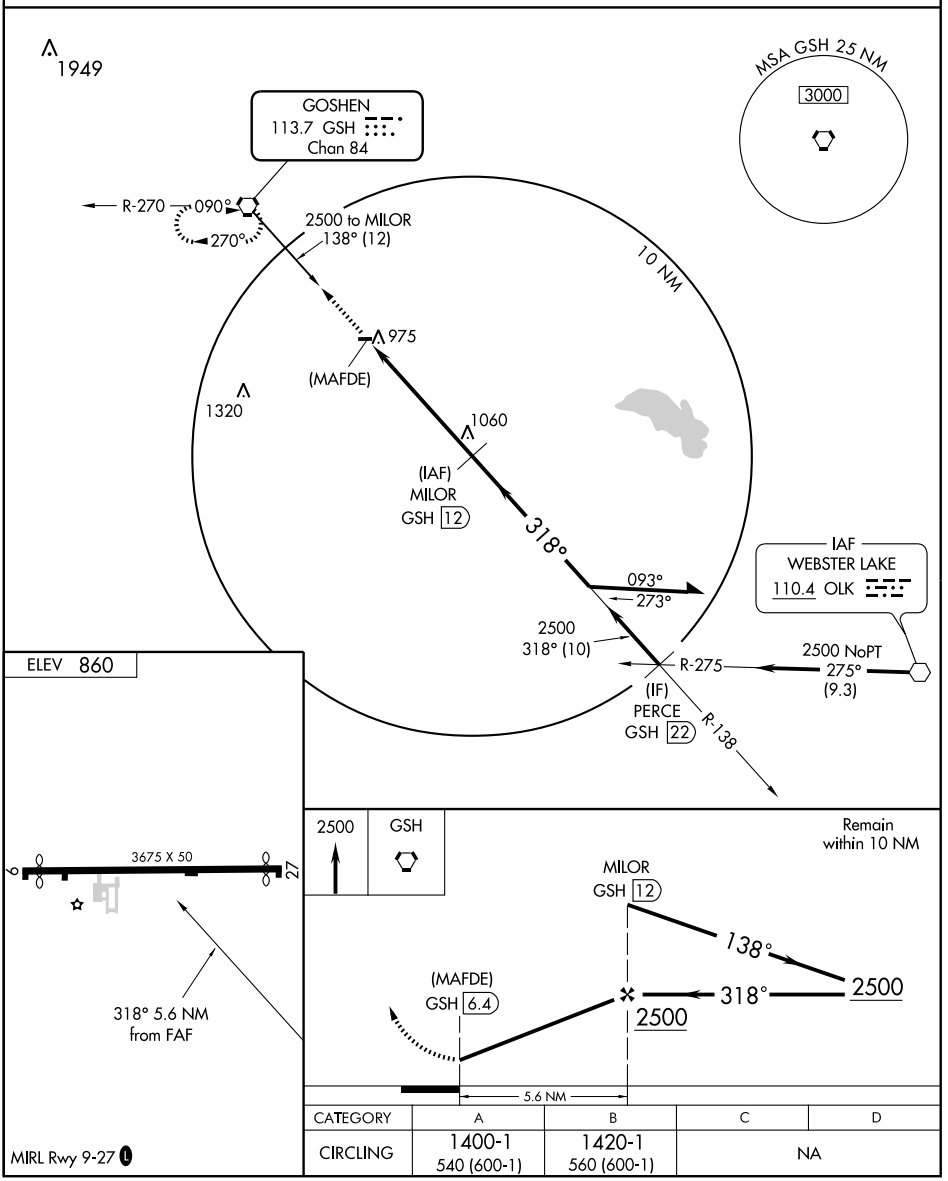
NA

Use South Bend altimeter setting.

MISSED APPROACH: Climb to 2500 direct GSH VORTAC and hold.

SOUTH BEND APP CON ★ 132.05 257.8

UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1400-1 540 (600-1)	1420-1 560 (600-1)	NA	

MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GSH 113.7 Chan 84	APP CRS 138°	Rwy Idg N/A TDZE N/A Apt Elev 860

VOR or GPS-B
NAPPANEE MUNI (C03)

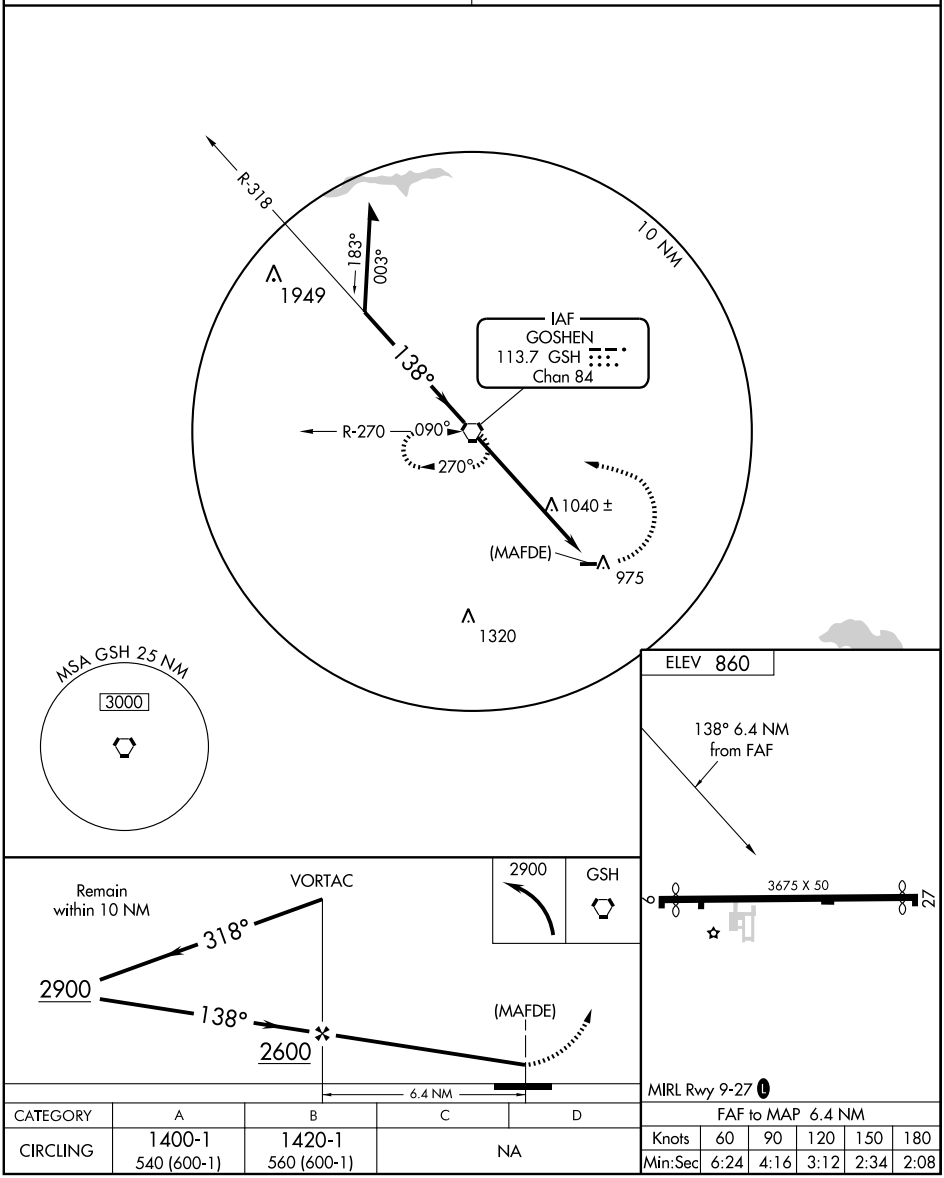
Use South Bend altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 2900 direct to GSH VORTAC and hold.

SOUTH BEND APP CON ★
132.05 257.8

UNICOM
122.8 (CTAF)



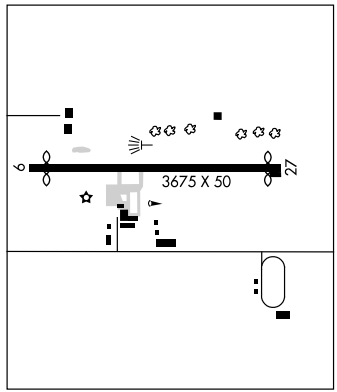
MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
CIRCLING	1400-1 540 (600-1)	1420-1 560 (600-1)	NA	

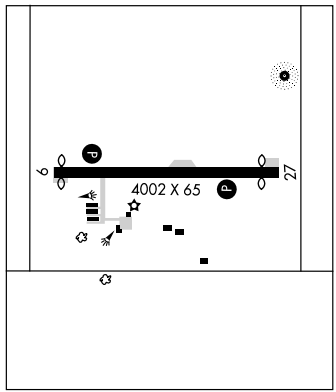
FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NAPPANEE MUNI (CØ3) 3 E UTC−5(−4DT) N41°26.77′ W85°56.09′ CHICAGO
860 B S4 **FUEL** 100LL NOTAM FILE HUF L–28I
RWY 09–27: H3675X50 (ASPH) S–7 MIRL IAP
RWY 09: Thld dsplcd 250′. Road.
RWY 27: Thld dsplcd 185′. Crops.
AIRPORT REMARKS: Attended 1300–2200Z‡. Deer on and invof arpt. First 670′ Rwy 09 unlighted. ACTIVATE MIRL Rwy 09–27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
GOSHEN RCO 122.1R 113.7T (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 135.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GSH.
GOSHEN (H) VORTAC 113.7 GSH Chan 84 N41°31.51′ W86°01.68′ 138° 6.3 NM to fld. 852/00E.



NEW CASTLE–HENRY CO MUNI (UWL) 4 SE UTC−5(−4DT) N39°52.55′ W85°19.59′ ST. LOUIS
1088 B S2 **FUEL** 100LL, JET A NOTAM FILE HUF L–27E
RWY 09–27: H4002X65 (ASPH) S–6 MIRL 0.3% up E IAP
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Thld dsplcd 89′. Road.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Thld dsplcd 322′. Crops.
AIRPORT REMARKS: Attended 1300–2300Z‡. For fuel when arpt unattended phone 765–332–2969. MIRL Rwy 09–27 preset on low ints; to increase ints and ACTIVATE PAPI Rwys 09 and 27; REIL Rwys 09 and 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **INDIANAPOLIS APP/DEP CON** 135.45
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
RICHMOND (L) VORTAC 110.6 RID Chan 43 N39°45.30′ W84°50.33′ 291° 23.7 NM to fld. 1135/3W.
NDB (MHW) 385 UWL N39°52.80′ W85°19.13′ at fld. NDB unmonitored 0000–1300Z‡.



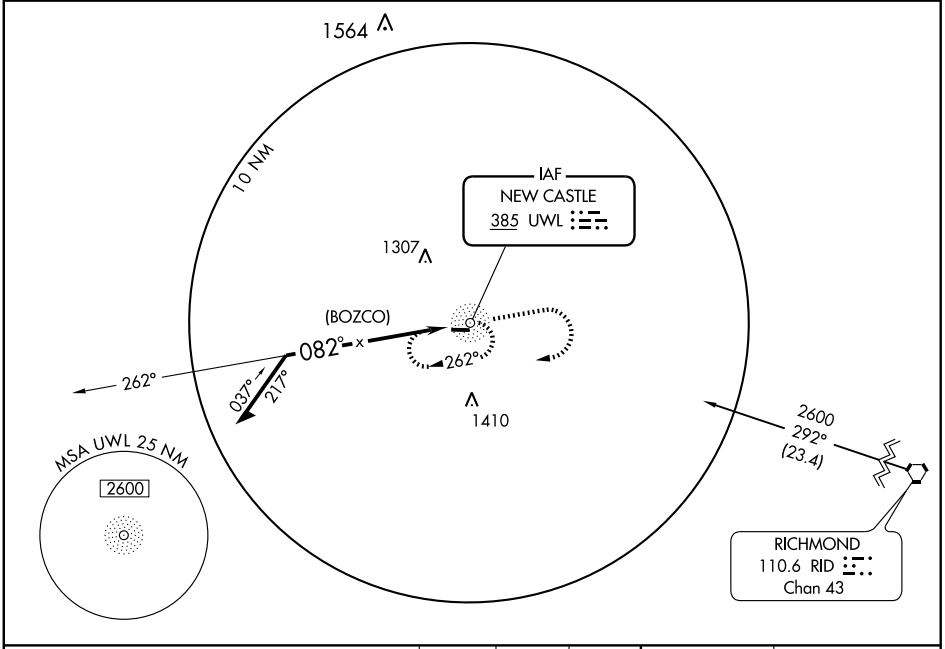
NOBLESVILLE (I8Ø) 4 SE UTC−5(−4DT) N40°00.21′ W85°57.87′ CHICAGO
821 NOTAM FILE HUF
RWY 09–27: 3580X100 (TURF) LIRL
RWY 09: Thld dsplcd 465′. Road. Rgt tfc. **RWY 27:** Thld dsplcd 110′. Tree.
AIRPORT REMARKS: Unattended. Rwy 09–27 no lights between rwy ends and dsplcd thlds. ACTIVATE LIRL Rwy 09–27—122.7.
COMMUNICATIONS: CTAF 122.9

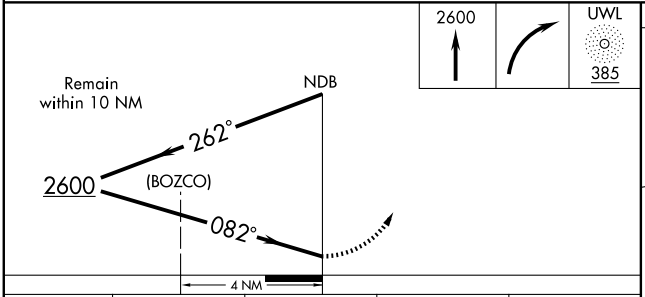
NDB UWL 385	APP CRS 082°	Rwy Idg 3913 TDZE 1086 Apt Elev 1088

NDB or GPS RWY 9

NEW CASTLE-HENRY COUNTY MUNI (UWL)

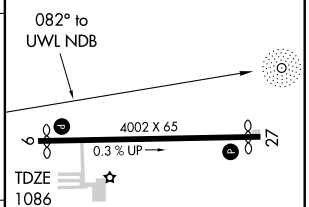
⚠ NA Obtain local altimeter setting on CTAF; when not received, use Indianapolis altimeter setting.	MISSED APPROACH: Climb to 2600 then right turn direct UWL NDB and hold.
INDIANAPOLIS APP CON **135.45 317.8**	UNICOM **123.05** (CTAF) Ⓛ





ELEV 1088

Rwy 9 ldg 3913′
Rwy 27 ldg 3680′



CATEGORY	A	B	C	D
S-9	1620-1	534 (600-1)	1620-1½ 534 (600-1½)	1620-1¾ 534 (600-1¾)
CIRCLING	1620-1	532 (600-1)	1620-1½ 532 (600-1½)	1640-2 552 (600-2)
INDIANAPOLIS ALTIMETER SETTING MINIMUMS				
S-9	1760-1	674 (700-1)	1760-2 674 (700-2)	1760-2¼ 674 (700-2¼)
CIRCLING	1760-1	672 (700-1)	1760-2 672 (700-2)	1760-2¼ 672 (700-2¼)

MIRL Rwy 9-27 Ⓛ
REIL Rwys 9 and 27 Ⓛ

Knots	60	90	120	150	180
Min:Sec					

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NDB UWL 385	APP CRS 292°	Rwy Idg 3680 TDZE 1087 Apt Elev 1088

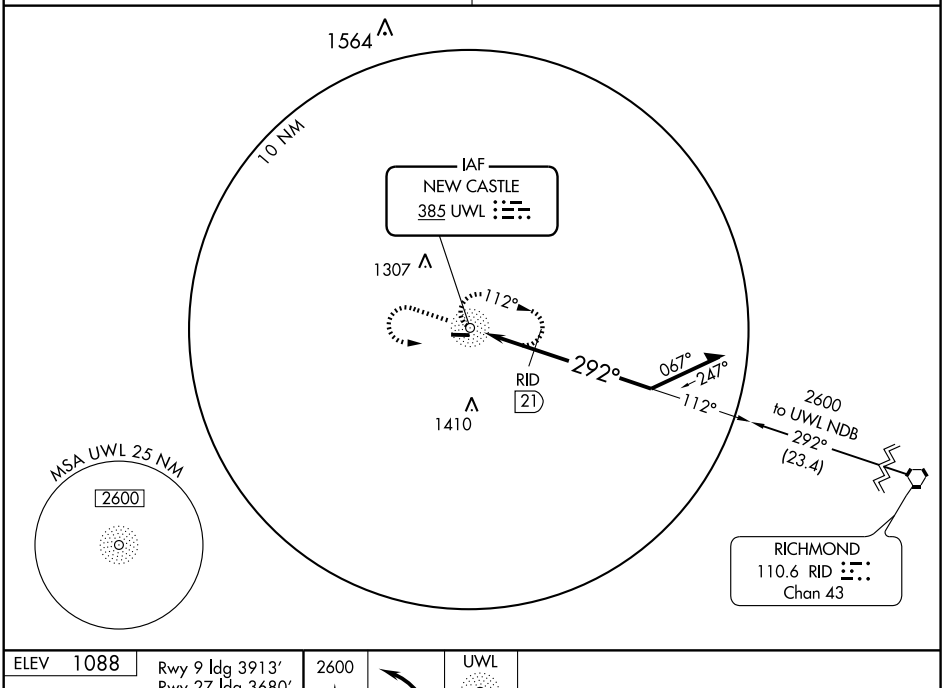
NDB RWY 27

NEW CASTLE-HENRY COUNTY MUNI (UWL)

NA — Obtain local altimeter setting on CTAF; when not received, use Indianapolis altimeter setting, increase all MDAs 160 feet and Cat C and D visibilities ½ mile.

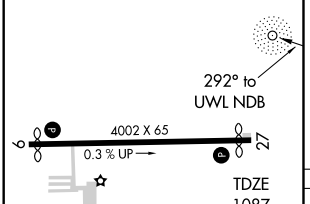
MISSED APPROACH: Climb to 2600 then left turn direct UWL NDB and hold.

INDIANAPOLIS APP CON	UNICOM
135.45 317.8	123.05 (CTAF) L



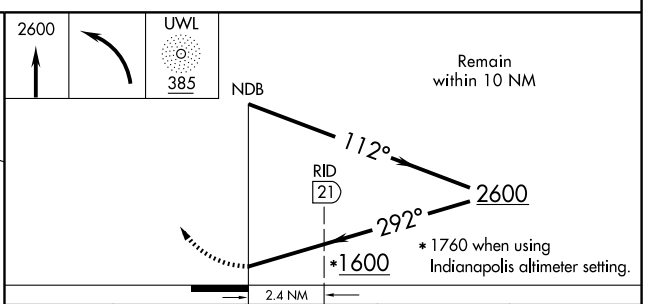
ELEV 1088

Rwy 9 Idg 3913′
Rwy 27 Idg 3680′



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-27	1600-1 513 (600-1)		1600-1½ 513 (600-1½)	1600-1¾ 513 (600-1¾)
CIRCLING	1600-1 512 (600-1)		1600-1½ 512 (600-1½)	1640-2 552 (600-2)
DME MINIMUMS				
S-27	1540-1 453 (500-1)		1540-1¼ 453 (500-1¼)	1540-1½ 453 (500-1½)
CIRCLING	1540-1 452 (500-1)		1540-1½ 452 (500-1½)	1640-2 552 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC RID	APP CRS	Rwy Idg	3680
110.6	291°	TDZE	1087
Chan 43		Apt Elev	1088

VOR or GPS RWY 27

NEW CASTLE-HENRY COUNTY MUNI (UWL)

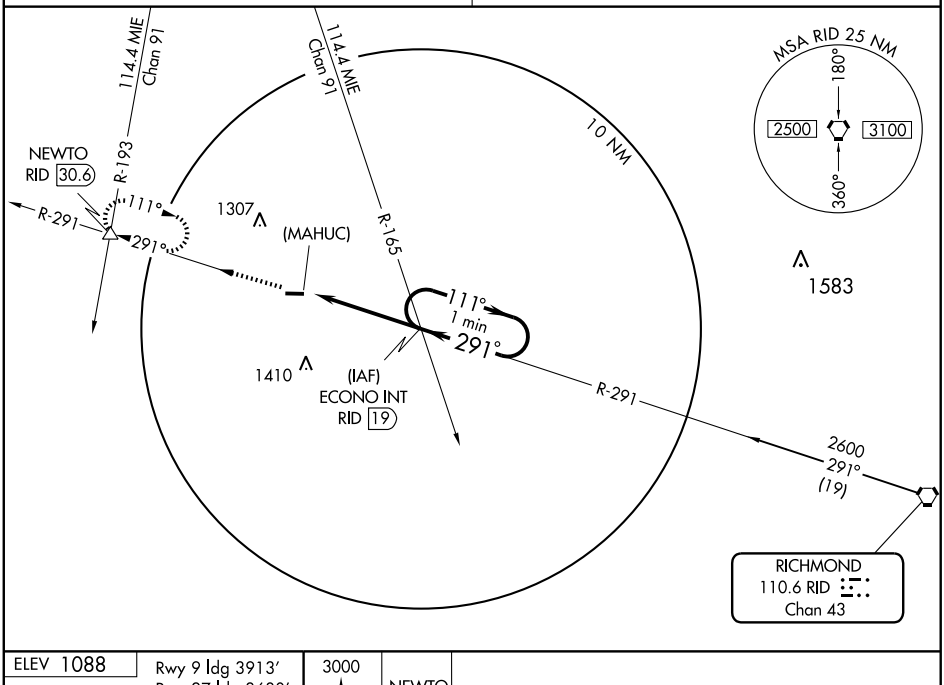
NA

Obtain local altimeter setting on CTAF; when not received, use Indianapolis altimeter setting.

MISSED APPROACH: Climb to 3000 via RID R-291 to NEWTO Int and hold.

INDIANAPOLIS APP CON
135.45 317.8

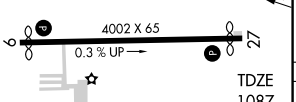
UNICOM
123.05 (CTAF) L



ELEV 1088

Rwy 9 Idg 3913′
Rwy 27 Idg 3680′

291° 4.4 NM from FAF

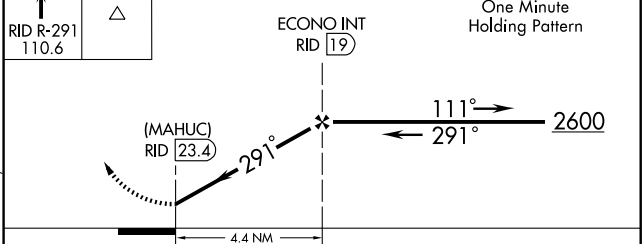


MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

3000
RID R-291
110.6

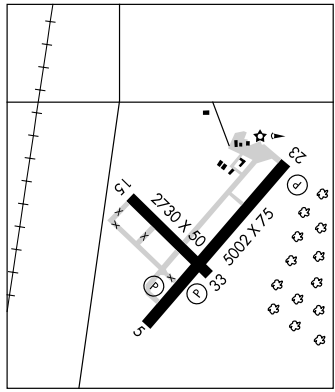
NEWTO



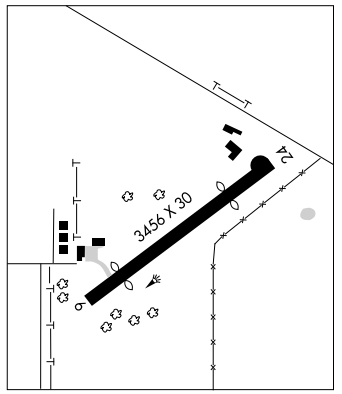
CATEGORY	A	B	C	D
S-27	1560-1 473 (500-1)	1560-1¼ 473 (500-1¼)	1560-1½ 473 (500-1½)	1560-1¾ 473 (500-1¾)
CIRCLING	1560-1 472 (500-1)	1560-1¼ 472 (500-1¼)	1560-1½ 472 (500-1½)	1640-2 552 (600-2)
INDIANAPOLIS ALTIMETER SETTING				
S-27	1700-1 613 (700-1)	1700-1¼ 613 (700-1¼)	1700-1½ 613 (700-1½)	1700-1¾ 613 (700-1¾)
CIRCLING	1700-1 612 (700-1)	1700-1¼ 612 (700-1¼)	1700-1½ 612 (700-1½)	1700-2 612 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NORTH VERNON (OVO) 2 NE UTC−5(−4DT) N39°02.72′ W85°36.34′ ST. LOUIS
757 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF H–5E, 10F, L–27E
RWY 05–23: H5002X75 (ASPH) S–4 MIRL IAP
RWY 05: PAPI(P4L)—GA 3.0°TCH 27′. Crops.
RWY 23: PAPI(P4L)—GA 3.0°TCH 27′. Road.
RWY 15–33: H2730X50 (ASPH) S–4 MIRL
RWY 15: Road. **RWY 33:** PAPI(P2L)—GA 3.5° TCH 27′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡, Sun 1300–2300Z‡. Fuel 24 hr self svc. Rwy 15–33 only avbl for use NW of intersection. Rwy 05–23 10′ ASPH avbl outside painted boundary lines. ACTIVATE MIRL Rwy 05–23 and Rwy 15–33—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.625 (812) 346–5041.
COMMUNICATIONS: CTAF/UNICOM 122.7
OSGOOD RCO 122.25 (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.775
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
NABB (L) VORTAC 112.4 ABB Chan 71 N38°35.33′ W85°38.16′ 002° 27.4 NM to fld. 710/1E. **HIWAS.**



ORLEANS (7I4) 1 E UTC−5(−4DT) N38°39.50′ W86°26.58′ ST. LOUIS
655 NOTAM FILE HUF L–27D
RWY 06–24: H3456X30 (ASPH) LIRL (NSTD)
RWY 06: Thld dspld 291′. Crops.
RWY 24: Thld dsplcd 200′. Bldg.
AIRPORT REMARKS: Unattended. Rwy shoulder spalling. Fence; occasional brush; trees within 126′ of rwy centerline. Also 10′ pole and 15′ trees within 100′ Rwy 06 thld. Rwy 06–24 numbers are smaller than standard. ACTIVATE NSTD LIRL Rwy 06–24—CTAF. Rwy 06–24 NSTD LIRL; only two thld lgts each side of rwy. No lights between rwy end and dsplcd thld both ends.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE BMG.
HOOSIER (L) VORTAC 110.2 OOM Chan 39 N39°08.63′ W86°36.78′ 167° 30.2 NM to fld. 845/2W.



OSGOOD N39°07.50′ W85°18.88′ ST. LOUIS
RCO 122.25 (TERRE HAUTE RADIO) L–27E

PAOLI MUNI (I42) 2 N UTC−5(−4DT) N38°35.00′ W86°27.75′ ST. LOUIS
817 B S2 **FUEL** 100LL TPA—2417(1600) NOTAM FILE HUF
RWY 02–20: H2773X50 (ASPH) S–7 MIRL
RWY 02: PAPI(P2R)—GA 4.0° TCH 21′. Tree. **RWY 20:** PAPI(P2L)—GA 4.0° TCH 25′. Trees.
AIRPORT REMARKS: Attended Mon–Sun 1300–2200Z‡. For service Mon, Tues, and after hrs, call 812–569–1811. Snow removal winter months. ACTIVATE MIRL Rwy 02–20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8

PATOKA RESERVOIR LANDING AREA SPB (See FRENCH LICK)

PERRY CO MUNI (See TELL CITY)

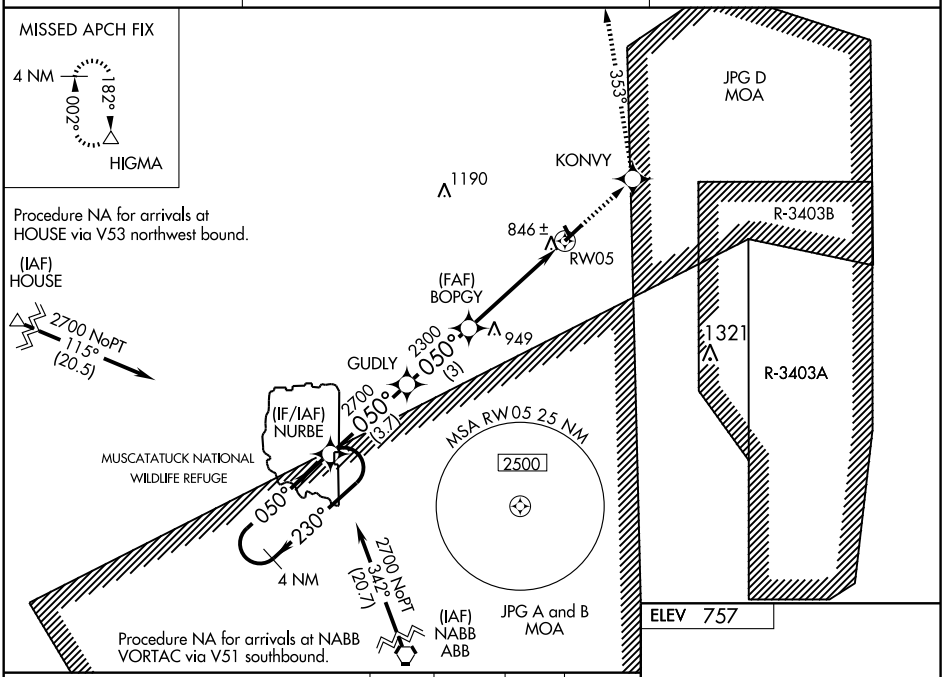
WAAS	APP CRS	Rwy Idg	5002
CH 70713	050°	TDZE	757
W05A		Apt Elev	757

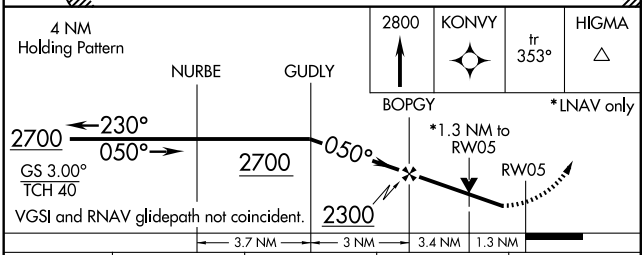
RNAV (GPS) RWY 5
NORTH VERNON (OVO)

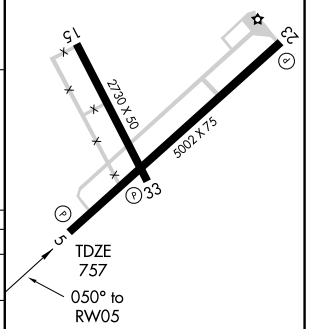
T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Shelbyville altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.
VDP and Baro-VNAV NA when using Shelbyville altimeter setting.

MISSED APPROACH: Climb to 2800 direct KONVY and via track 353° to HIGMA and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.625	124.775 269.45	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1091-1¼ 334 (400-1¼)			NA
LNAV/VNAV DA	1116-1¼ 359 (400-1¼)			NA
LNAV MDA	1200-1 443 (500-1)		1200-1¼ 443 (500-1¼)	NA
CIRCLING	1200-1 443 (500-1)	1220-1 463 (500-1)	1220-1½ 463 (500-1½)	NA

MIRL Rwys 5-23 and 15-33 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

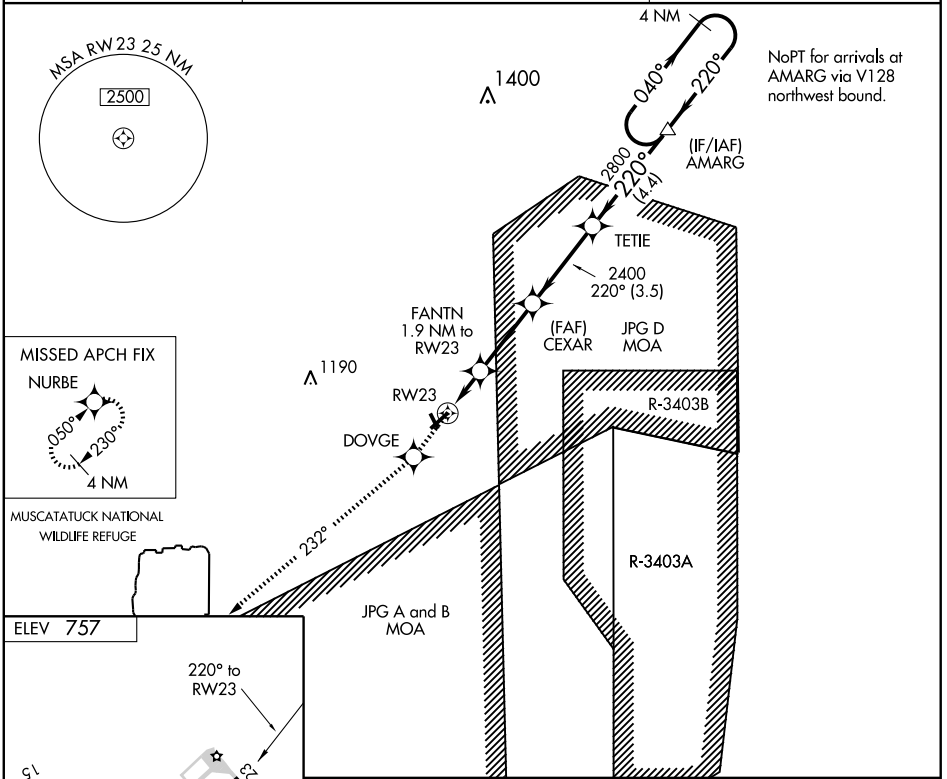
APP CRS	Rwy Idg	5002
220°	TDZE	755
	Apt Elev	757

RNAV (GPS) Y RWY 23
NORTH VERNON (OVO)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Shelbyville altimeter setting and increase all MDA 100 feet, increase LNAV Cat C visibility ¼ mile.
VDP NA when using Shelbyville altimeter setting.

MISSED APPROACH: Climb to 2700 direct DOVGE and via track 232° to NURBE and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.625	124.775 269.45	122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1120-1 365 (400-1)			NA
CIRCLING	1180-1 423 (500-1)	1220-1 463 (500-1)	1220-1½ 463 (500-1½)	NA

MIRL Rwys 5-23 and 15-33 (L)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 63113	230°	TDZE	755
W23A		Apt Elev	757

RNAV (GPS) Z RWY 23

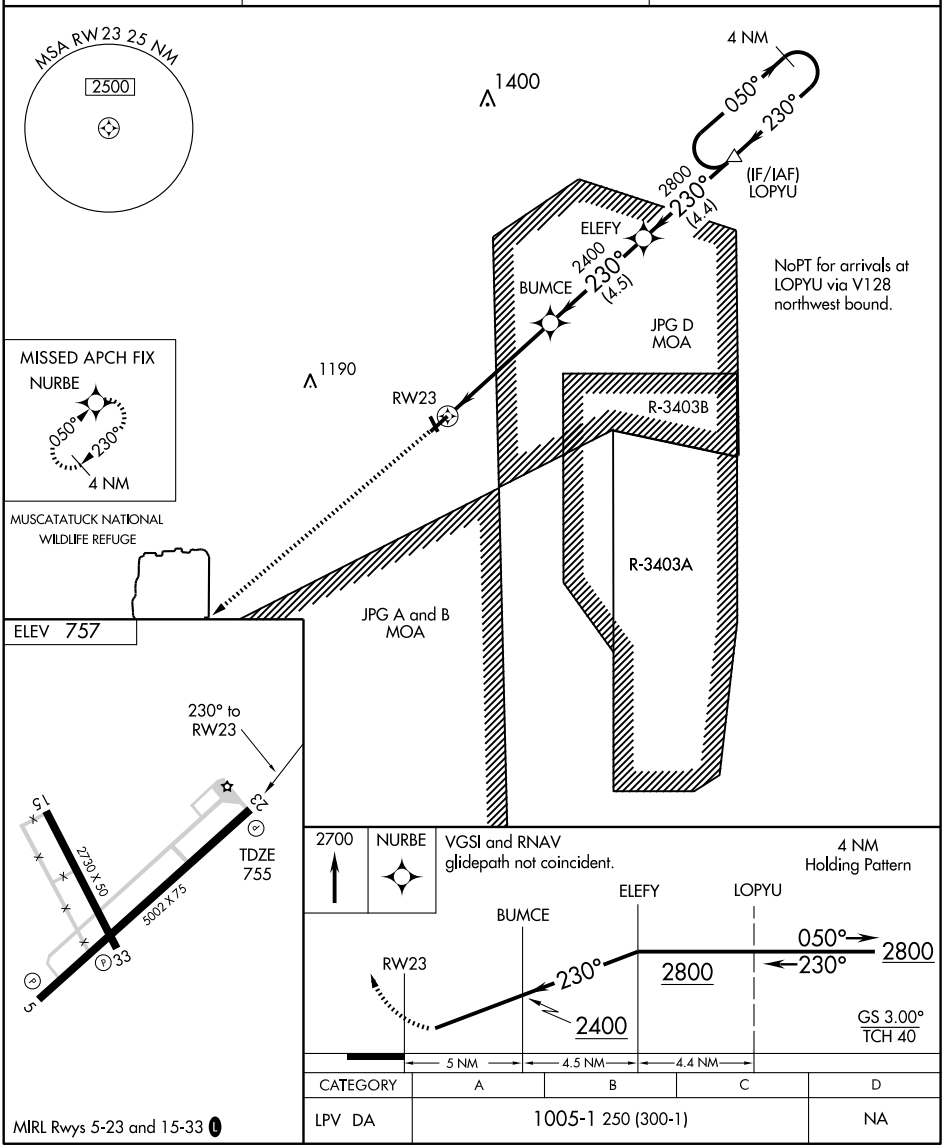
NORTH VERNON (OVO)

NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shelbyville altimeter setting and increase all DA 84 feet and all visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct NURBE and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.625	124.775 269.45	122.7 (CTAF) L

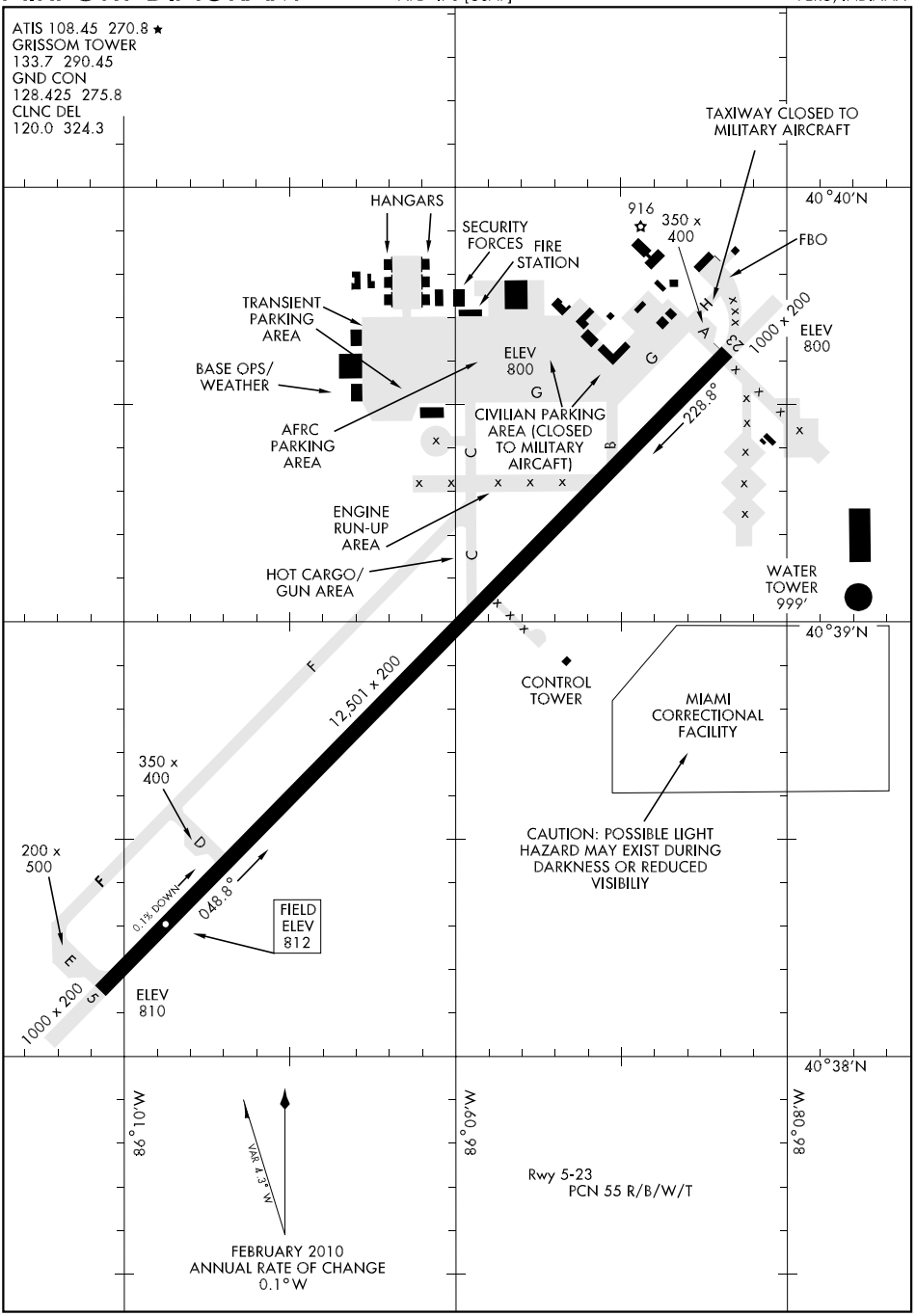


CATEGORY	A	B	C	D
LPV DA	1005-1 250 (300-1)			NA

MIRL Rwys 5-23 and 15-33 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

PERU

GRISSOM ARB (GUS) (KGUS) CIV/MIL 5 S UTC−5(−4DT) N40°38.89′ W86°09.13′ **CHICAGO**
812 B S4 **FUEL** 100 NOTAM FILE HUF Not insp. **H–5E, 10F, L–27D**
RWY 05–23: H12501X200 (ASPH) S–100, D–200, 2D–450 PCN 55 R/B/W/T HIRL **DIAP, AD**
RWY 05: ALSF1. PAPI(P4L). **RWY 23:** ALSF1. PAPI(P4L).
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–12500 TODA–12500
RWY 23: TORA–12500 TODA–12500
MILITARY SERVICE: Rwy 05–23 apch lighting system NSTD configuration combined SSALR and ALSF–1. ALSF–1 used to determine TERPS minimums. **JASU** (A/M32A–86) (MD–3) (AM32–95) (MA–1A) **FUEL** Opr 1200–0300Z‡ Mon–Fri, unit training weekend hrs Sat 1230–2130Z‡, Sun 1200–2100Z‡. J8. **FLUID** SP PRESAIR LHOX **OIL** O–133–148–156 JOAP
TRAN ALERT Opr 1200–0400Z‡ except holidays. No priority basis, svc avbl by prior arrangement. No fleet svc avbl.
AIRPORT REMARKS: Attended 1200–0400Z‡. CLOSED during federal holidays. Open to general aviation. Self serve 100LL and JET A. CAUTION: Bird Watch Condition I (Nov–Apr and Jun) indicates light bird activity. Phase II (May, Jul–Oct) indicates bird hazard heavy, bird activity normally associated with migratory season. Bird watch conditions avbl upon request and normally on ATIS 108.45. Uncontrolled vehicle on movement areas. Civilian pilot student training not authorized per joint use agreement. Civil acft not authorized on military ramp, rqr PPR. Expect delay when rwy ops suspended due to snow removal ops. Expect delay when tactical arrival/departure training missions in progress (hvy acft). PPR not required for acft ldg at civilian FBO, ctc Grissom twr 133.7 or 290.45. Acft using civilian FBO expect twr progressive taxi instructions. FBO located on east end of afld. During constant or heavy rain expect standing water up to 2/10th of an inch on rwy due to slow runoff. First 1000′ Rwy 05–23 concrete. Approximately 300′ from apch end Rwy 23 starts 1000′ concrete, remaining rwy is asph. Afld lighting only avbl during hrs of ops (0700–2300 local).
MILITARY REMARKS: See FLIP AP/1 Supplementary Remarks. Expect delay when tactical arr/dep trng missions are in progress (heavy acft). **RSTD** PPR all acft utilizing Grissom military ramp 1200–0400Z‡, ctc DSN 388–2254, C765–688–2254. All AMOPS inbound passenger/cargo acft must ctc Command Post no later than 30 min prior to ldg. Ltd transportation for passenger. AFRC acft can expect restrictions during bird watch condition moderate or higher, ops require OG/CC approval. No local IFR/VFR tfc pattern activity and severe (tfc and ldg prohibited without OG/CC approval). **CAUTION** Hvy and fighter jet training/traffic NW GUS and within 10 NM GUS. Special Use Airspace directly overhead and to the NW (fighter jet tfc). Potential for reduced braking action–following significant rain first 2000′—3000′ Rwy 23. Rwy lgts are 28′ from edge of usuable rwy sfc. **MISC** Acft ldg GUS using military ramp request PPR ctc AM base ops 765–688–2254 or PTD 372.2. Full wx svc avbl 1200–0400Z‡ DSN 388–2203/2204, C765–688–2203/2204. Remote briefing svc avbl 24 hrs from 15 Opr Wx Squadron DSN 576–9755, C618–256–9755. Afld wx maintained by AN/FMQ–19 Automated Observing System and augmented by human observer as required.
COMMUNICATIONS: SFA as assigned **ATIS** 108.45 270.8 (1200–0400Z‡) **PTD** 372.2
Ⓡ **APP/DEP CON** 121.05 379.3 (1200–0400Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 121.05 351.1 (0400–1200Z‡)
TOWER 133.7 290.45 (1200–0400Z‡) **GND CON** 128.425 275.8 **CLNC DEL** 120.0 324.3
ARW COMD POST (BRICKYARD) 252.1 321.0 **PMSV METRO** 344.6 (Full svc 1200–0400Z‡.)
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE GUS. VHF/DF ctc App Con.
(T) VORTACW 108.45 GUS Chan 21(Y) N40°38.69′ W86°09.10′ at fld. 810/2W. Unmonitored 0400–1200Z‡. No NOTAM MP Tue 1300–1500Z‡.
VOR portion unusable:
195°–220° byd 15 NM 318°–340°
ILS 109.5 I–GUS Rwy 05. No NOTAM MP Thu 1300–1500Z‡.
ILS 109.5 I–RSM Rwy 23. No NOTAM MP Thu 1300–1500Z‡.
ASR/PAR ASR apch svc 1200–0400Z‡ daily.
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

MISSISSINEWA RESERVOIR LANDING AREA SPB (43I) 6 SE UTC−5(−4DT) N40°42.22′ **CHICAGO**
W85°55.95′
737 NOTAM FILE HUF
WATERWAY NW–SE: 14500X1000 (WATER)
SEAPLANE REMARKS: Unattended. Seaplane ops prohibited between SS and SR. Lake use permit required. Call 765–473–6528.
COMMUNICATIONS: CTAF 122.9

ILS or LOC/DME RWY 5

LOC I-GUS	APCH CRS	Rwy ldg 12,501 / TDZE 812 / Arpt Elev 812
109.5	046°	

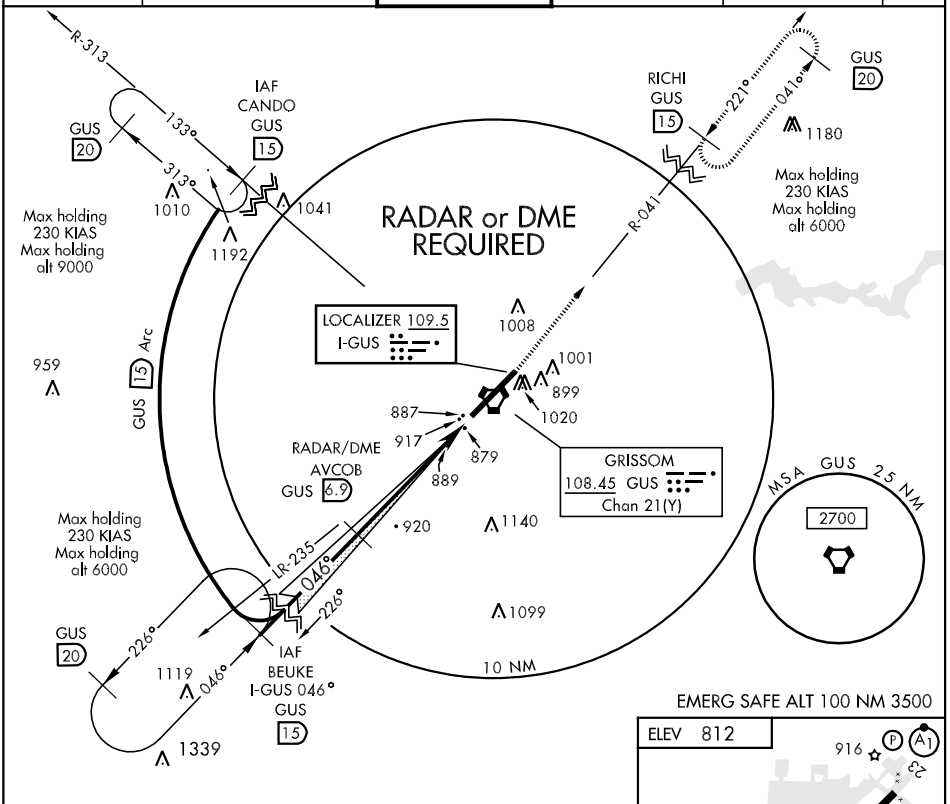
AL-470 [USAF] GRISSOM ARB (KGUS)

*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

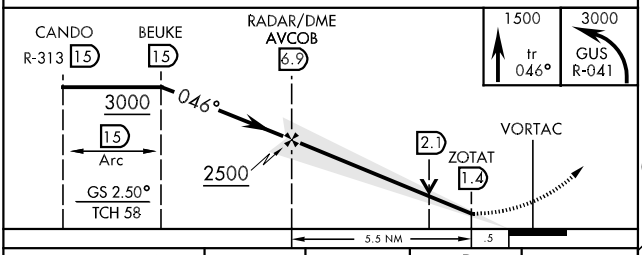
ALSF-1

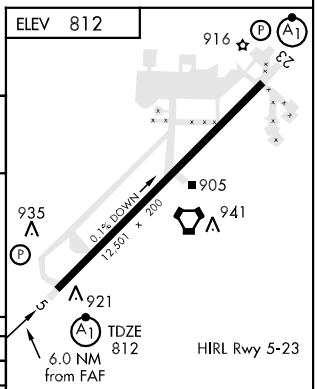
MISSED APPROACH: Climb to 3000, on track 046°, passing 1500 turn left intercept GUS R-041 to RICHI and hold.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	



EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
S-ILS 5 *	1012/24		200	(200-½)	
S-LOC 5 **	1180/24	368 (400-½)	1180/40	368	(400-¾)
CIRCLING	1340-1	528 (600-1)	1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 23

LOC I-RSM	APCH CRS	Rwy ldg 12,501 / TDZE 800 / Arpt Elev 812
109.5	226°	

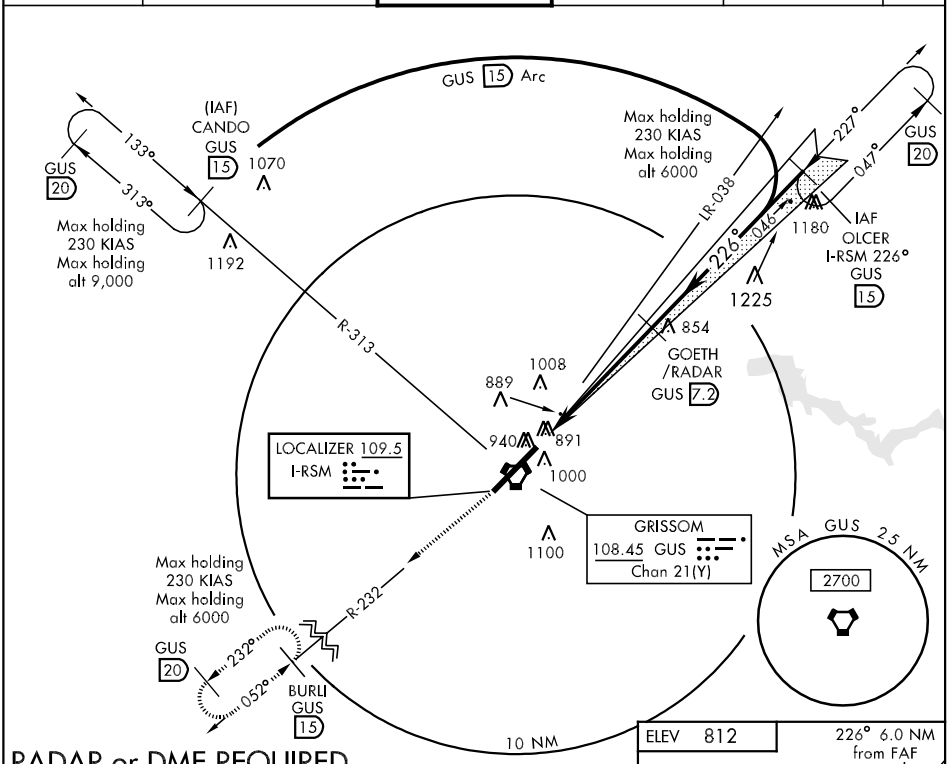
AL-470 [USAF] — GRISSOM ARB (KGUS)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1 (A1)

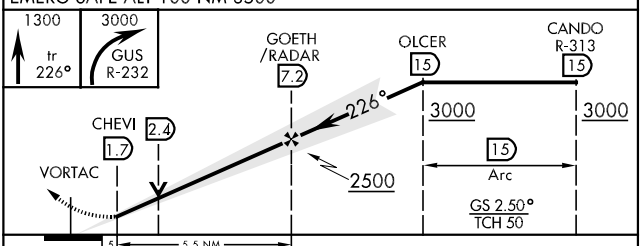
MISSED APPROACH: Climb to 3000 on track 226°, passing 1300 turn right to intercept GUS R-232 to BURLI (GUS R-232/15 DME) and hold.

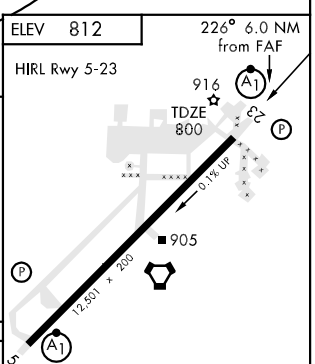
ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
S-ILS 23*	1000/24		200	(200-½)	
S-LOC 23**	1180/24 380 (400-½)		1180/40	380 (400-¾)	
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APCH CRS	Rwy Idg	12,501
046°	TDZE	812
	Arpt Elev	812

AL-470 [USAF]

GRISSOM ARB (KGUS)

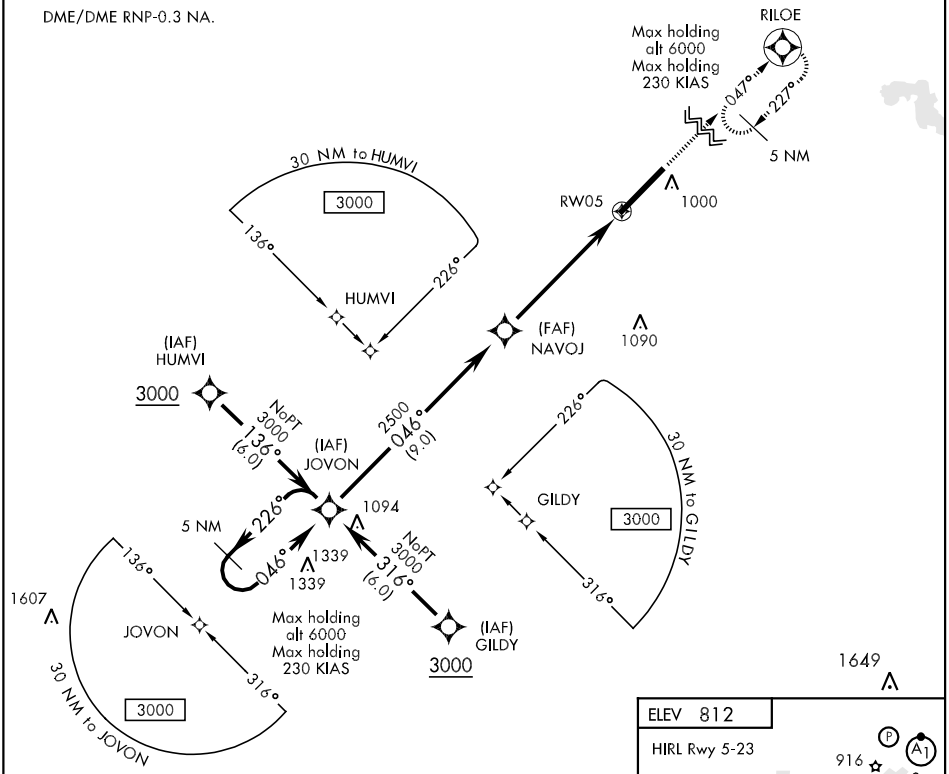
* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

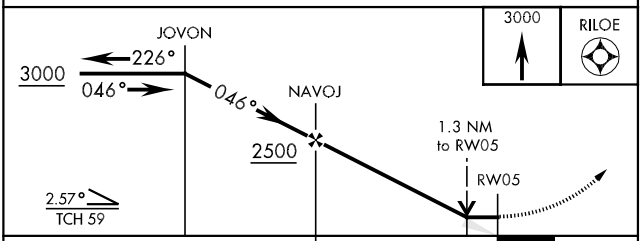
MISSED APPROACH: Climb to 3000 direct RILOE and hold.

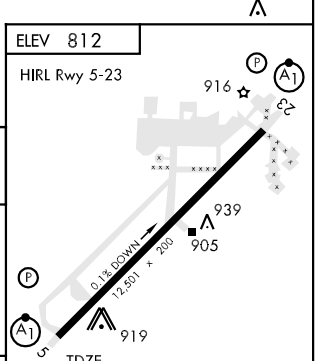
ATIS *	GRISSOM APP CON	GRISSOM TOWER *	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	

DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
LNAV MDA *	1200/24 388 (400-½)		1200/40 388 (400-¾)		
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

APCH CRS	Rwy ldg	12,501
226°	TDZE	800
	Arpt Elev	812

AL-470 [USAF]

GRISSOM ARB (KGUS)

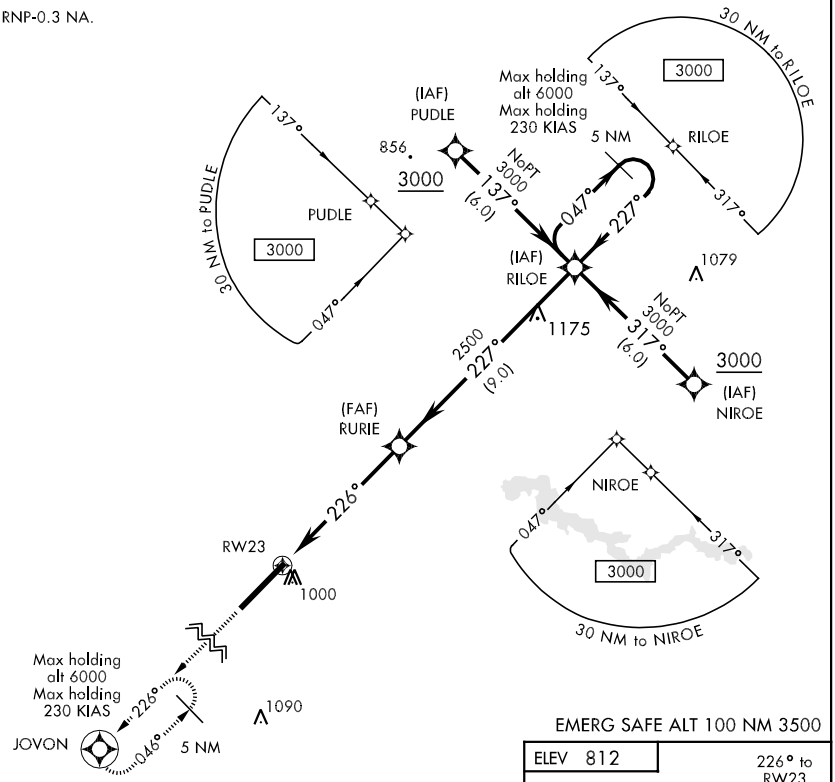
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

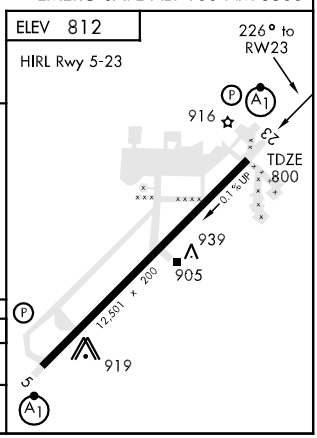
MISSED APPROACH: Climb to 3000 direct JOVON and hold.

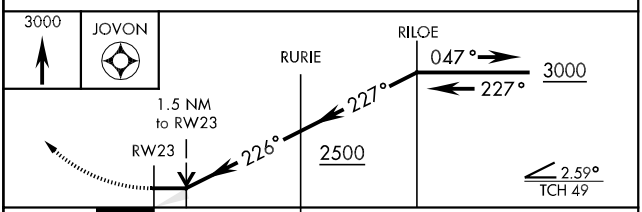
ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	

DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
LNAV MDA *	1240/24 440 (500-½)		1240/40 440 (500-¾)	1240/50 440 (500-1)	
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN or VOR RWY 5

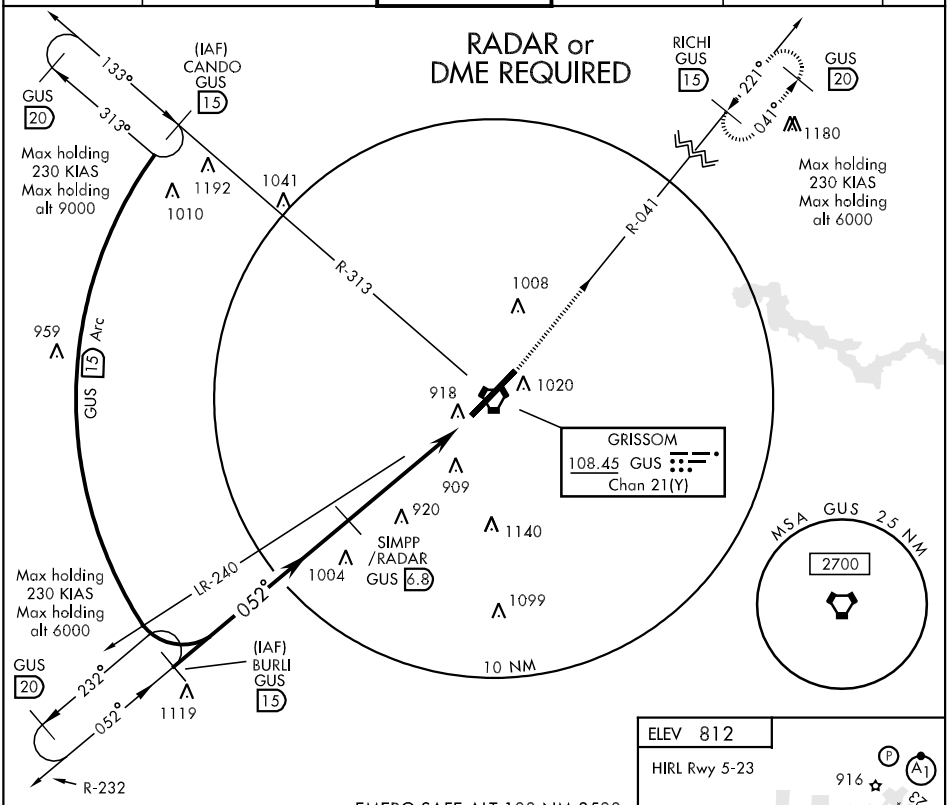
VORTAC GUS 108.45 Chan 21 (Y)	APCH CRS 052°	Rwy Idg 12,501 TDZE 812 Arpt Elev 812	AL-470 [USAF]	GRISSOM ARB (KGUS)

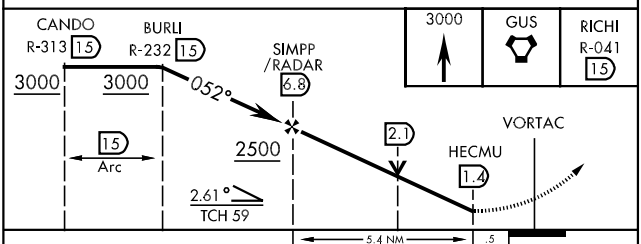
*When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

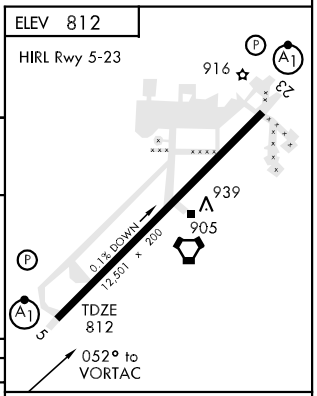
ALSF-1

MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out R-041 to RICHI and hold.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	







CATEGORY	A	B	C	D	E
S-TAC/ VOR 5*	1180/24 368 (400-½)		1180/40 368 (400-¾)		
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN or VOR RWY 23

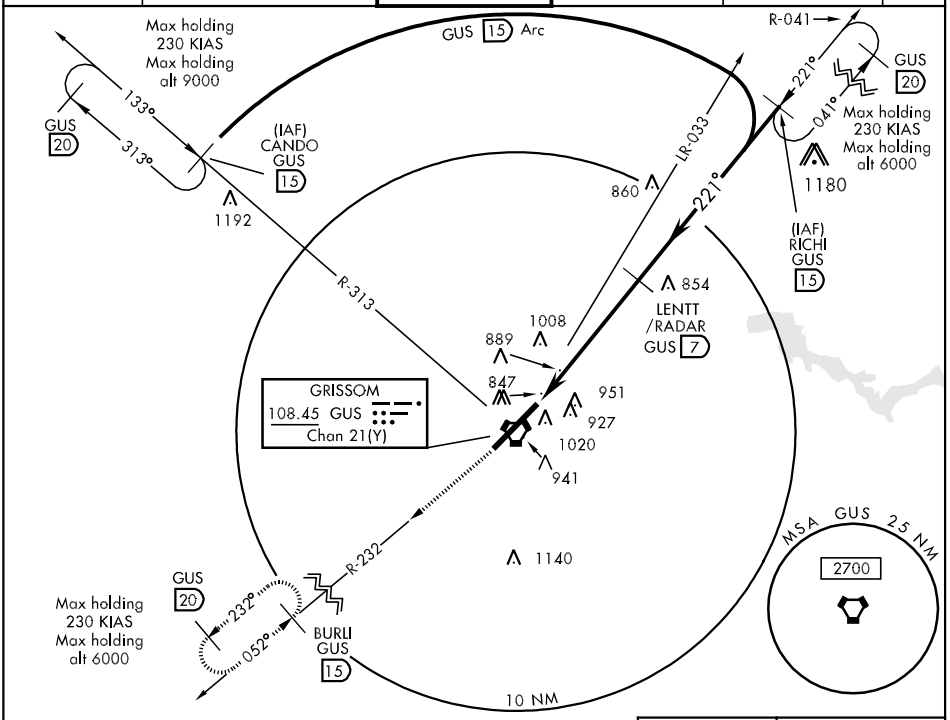
VORTAC GUS 108.45 Chan 21 (Y)	APCH CRS 221°	Rwy ldg 12,501 TDZE 800 Arpt Elev 812	AL-470 [USAF]	GRISSOM ARB (KGUS)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

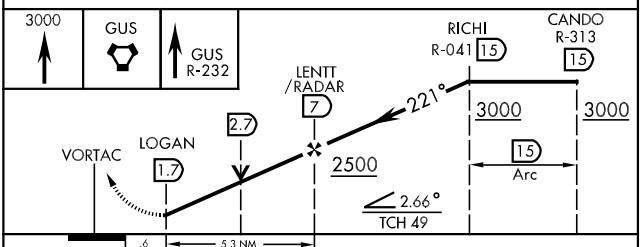
MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out R-232 to BURLI and hold.

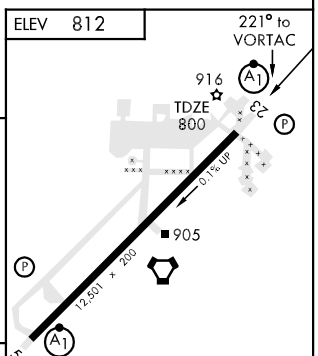
ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
S-TAC/ VOR 23 *	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR Z RWY 5

VORTAC GUS	APCH CRS	Rwy ldg 12,501
108.45	052°	TDZE 812
Chan 21(Y)		Arpt Elev 812

AL-470 [USAF]

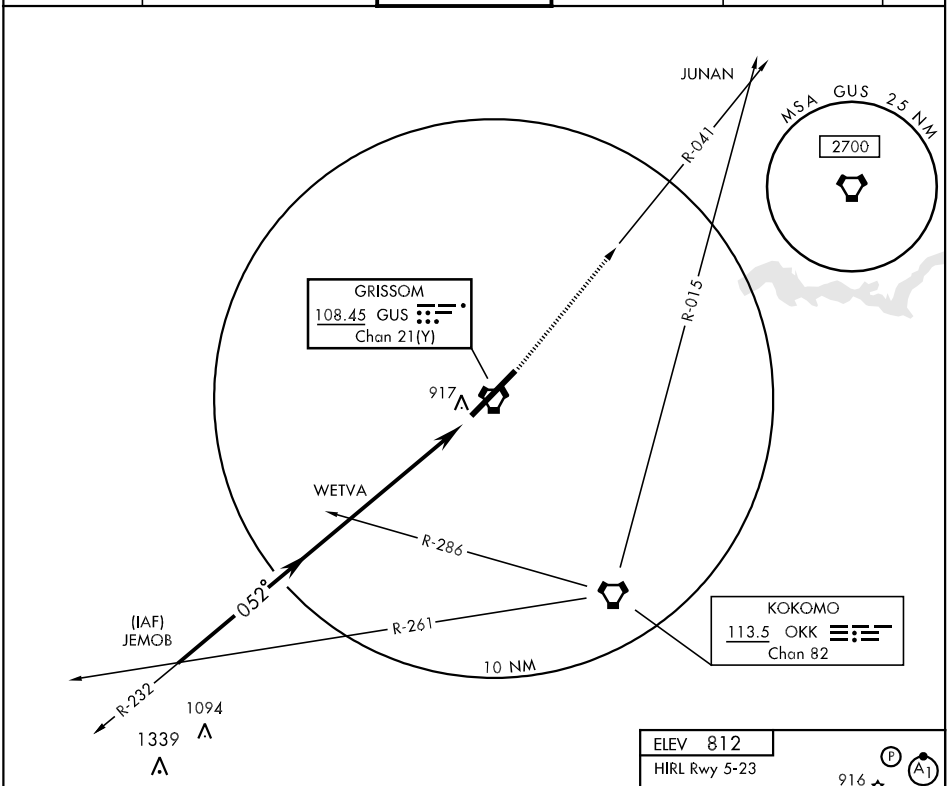
GRISSOM ARB (KGUS)

*When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

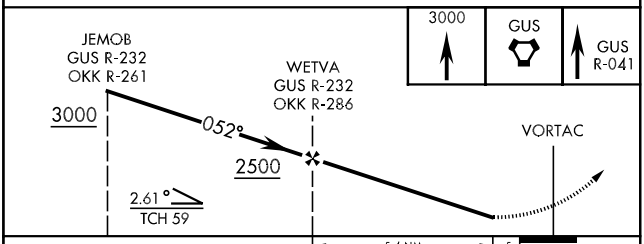
ALSF-1

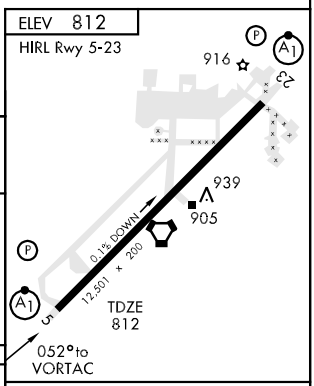
MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out R-041 to JUNAN.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	



EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
S-5 *	1180/24 368 (400-½)		1180/40 368 (400-¾)		
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 21 OCT 2010 to 18 NOV 2010

VOR Z RWY 23

VORTAC GUS 108.45 Chan 21(Y)	APCH CRS 221°	Rwy ldg 12,501 TDZE 800 Arpt Elev 812

AL-470 [USAF]

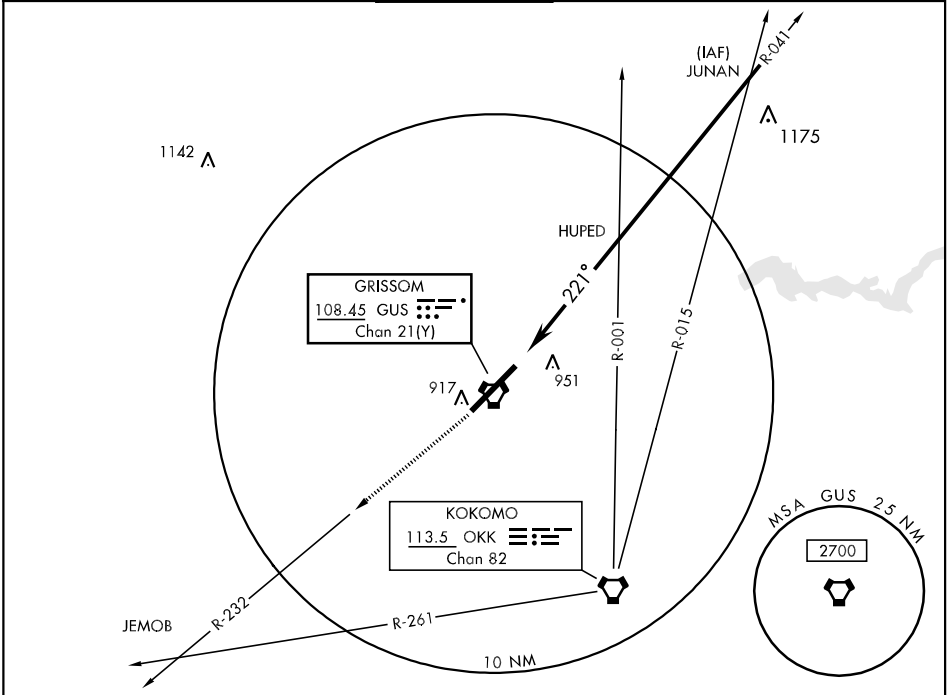
GRISSOM ARB (KGUS)

*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

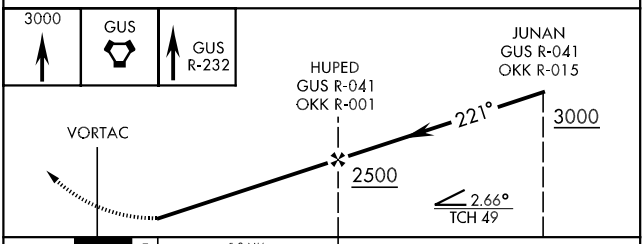
ALSF-1

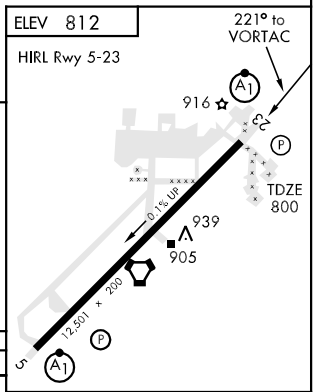
MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out GUS R-232 to JEMOB.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	



EMERG SAFE ALT 100 NM 3500





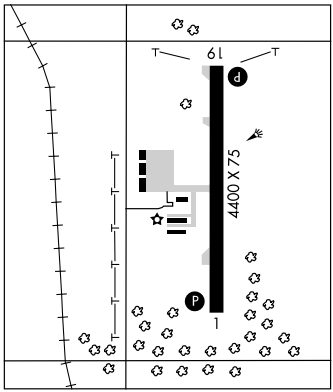
CATEGORY	A	B	C	D	E
S-23*	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

FAF to MAP 5.3 NM

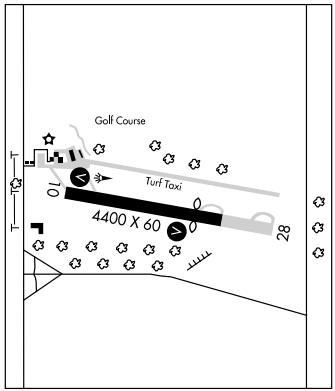
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

PERU MUNI (I76) 4 NW UTC−5(−4DT) N40°47.15′ W86°08.79′ **CHICAGO**
779 B S2 **FUEL** 100LL, JET A NOTAM FILE HUF **L–27D**
RWY 01–19: H4400X75 (ASPH) S–10 MIRL 0.3% up N **IAP**
RWY 01: REIL. PAPI(P2L)—GA 3.0° TCH 36′. Road.
RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Road.
AIRPORT REMARKS: Attended Nov–Apr 1400–2300Z‡, May–Oct 1400–0000Z‡. ACTIVATE MIRL Rwy 01–19, PAPI and REIL Rwy 01 and 19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
KOKOMO RCO 122.1R 109.8T (TERRE HAUTE RADIO)
Ⓡ **GRISSOM APP/DEP CON** 121.05 (1200–0400Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 121.05 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE OKK.
KOKOMO (H) VORTAC 113.5 OKK Chan 82 N40°31.67′ W86°03.48′ 345° 16 NM to fld. 830/00E.



PLYMOUTH MUNI (C65) 2 N UTC−5(−4DT) N41°21.91′ W86°18.03′ **CHICAGO**
800 B **FUEL** 100LL, JET A NOTAM FILE HUF **L–28I**
RWY 10–28: H4400X60 (ASPH) S–25, D–40 MIRL **IAP**
RWY 10: REIL. VASI(V2L)—GA 3.0° TCH 37′. Tree.
RWY 28: REIL. VASI(V4L)—GA 3.3° TCH 30′. Thld dsplcd 300′. Road.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡, Sat 1300–2100Z‡, Sun 1500–1900Z‡. Fuel self svc avbl 24 hrs. Birds on and invof arpt. Snow removal ops during winter months; equipment operators will monitor CTAF when twr clsd. ACTIVATE MIRL Rwy 10–28, REIL Rwy 10 and Rwy 28, VASI Rwy 10 and Rwy 28—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
KNOX RCO 122.1R 115.6T (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 135.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
KNOX (H) VOR/DME 115.6 OXI Chan 103 N41°19.32′ W86°38.96′ 081° 16 NM to fld. 690/00E.



PNTHR N39°46.61′ W85°07.79′ NOTAM FILE HUF.
NDB (LOM) 227 SQ 185° 4.7 NM to Mettel Fld.

POCKET CITY N37°55.70′ W87°45.74′. NOTAM FILE HUF. **ST LOUIS**
(H) VORTACW 113.3 PXV Chan 80 056° 12.8 NM to Evansville Rgnl. 384/3E. **HIWAS.** **H–5E, L–16I**
DME unusable beyond 30 NM below 2600′.

POPE FLD (See GREENFIELD)

PORTER CO MUNI (See VALPARAISO)

APP CRS	Rwy Idg	4400
009°	TDZE	777
	Apt Elev	779

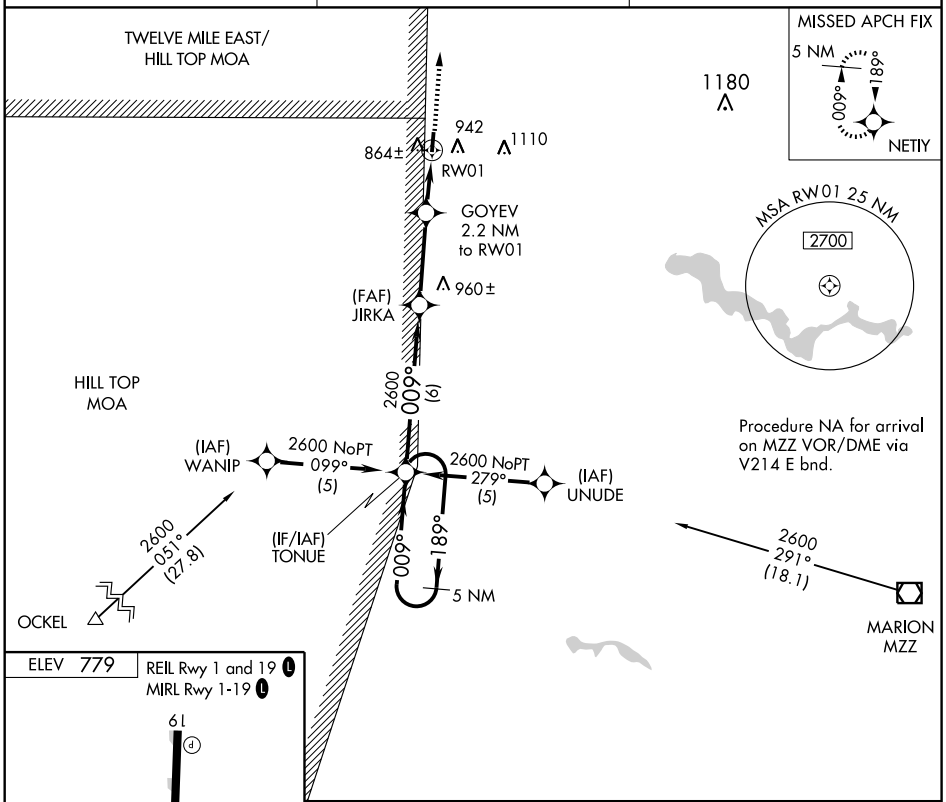
RNAV (GPS) RWY 1

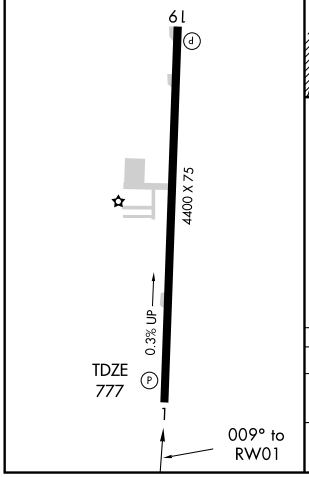
PERU MUNI (I76)

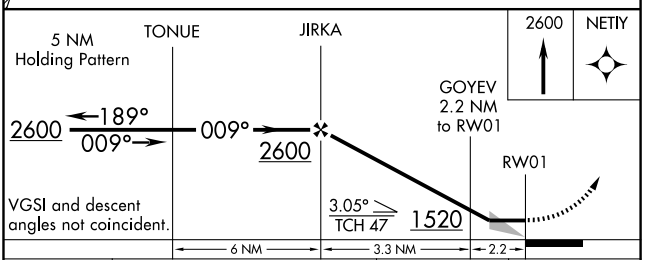
DME/DME RNP-0.3 NA.
NA Use Kokomo altimeter setting; if not received use Warsaw altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2600 direct NETIY and hold.

KOKOMO AWOS-3	GRISSOM APP CON *	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1240-1	463 (500-1)	1240-1¼ 463 (500-1¼)	1240-1½ 463 (500-1½)
CIRCLING	1300-1	521 (600-1)	1300-1½ 521 (600-1½)	1340-2 561 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4400
189°	TDZE	779
	Apt Elev	779

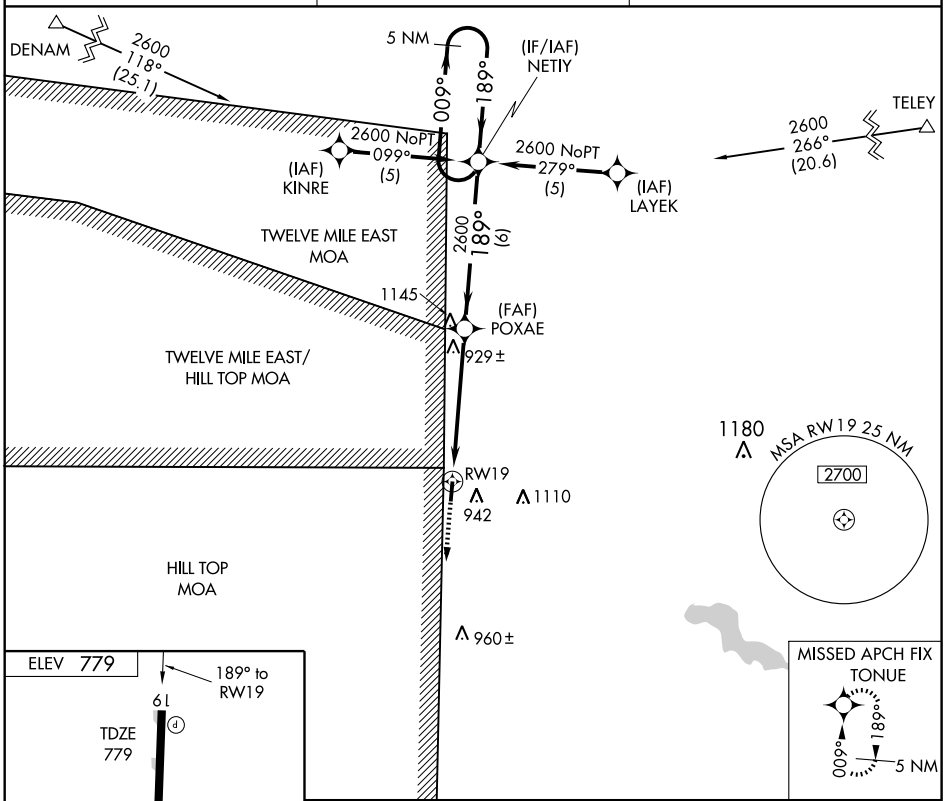
RNAV (GPS) RWY 19

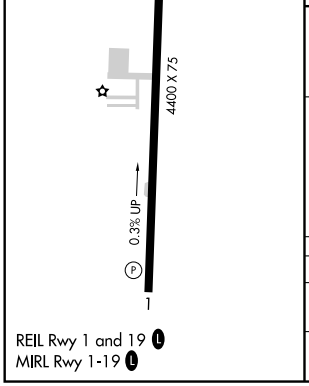
PERU MUNI (I76)

DME/DME RNP-0.3 NA. Procedure NA at night.
Use Kokomo altimeter setting; if not received use Warsaw altimeter setting and increase all MDAs 60 feet.

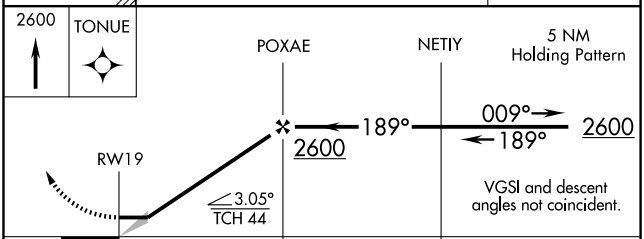
MISSED APPROACH: Climb to 2600 direct TONUE and hold.

KOKOMO AWOS-3	GRISSOM APP CON *	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L





REIL Rwy 1 and 19 L
MIRL Rwy 1-19 L



CATEGORY	A	B	C	D
LNAV MDA	1240-1	461 (500-1)	1240-1¼ 461 (500-1¼)	1240-1½ 461 (500-1½)
CIRCLING	1300-1	521 (600-1)	1300-1½ 521 (600-1½)	1340-2 561 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OKK	APP CRS	Rwy Idg	4400
113.5	345°	TDZE	777
Chan 82		Apt Elev	779

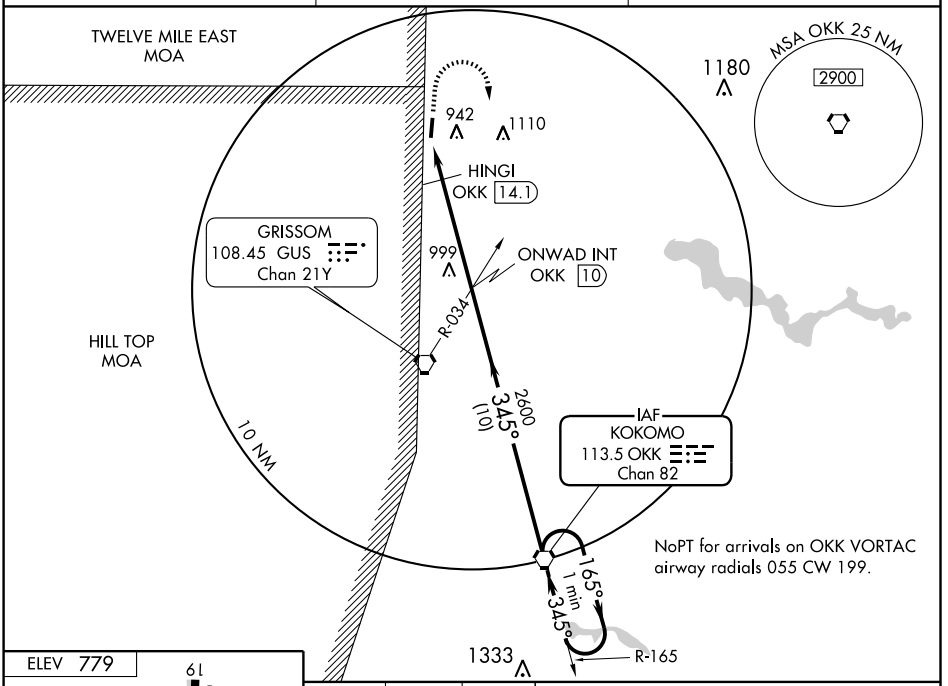
VOR RWY 1
PERU MUNI (I76)

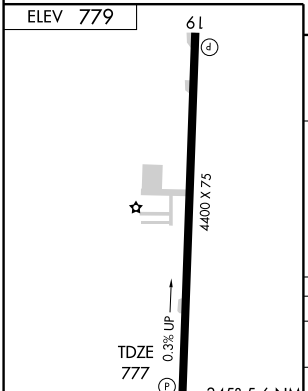
Use Kokomo altimeter setting; if not received use Warsaw altimeter setting and increase all MDA's 60 feet.

NA

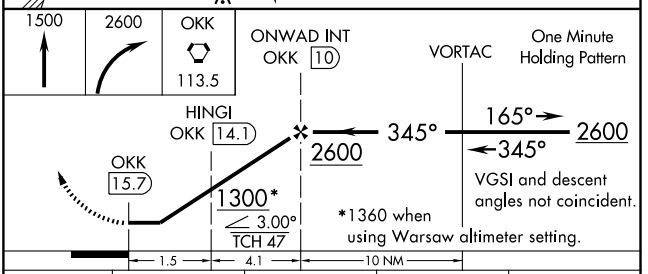
MISSED APPROACH: Climb to 1500, then climbing right turn to 2600 direct OKK VORTAC and hold.

KOKOMO AWOS-3	GRISSOM APP CON *	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L





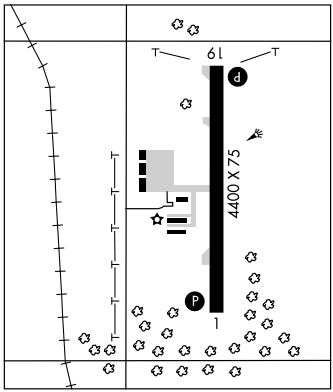
FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



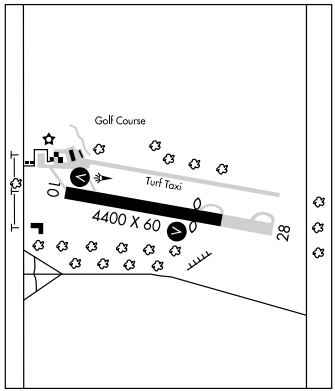
CATEGORY	A	B	C	D
S-1	1300-1	523 (600-1)	1300-1½ 523 (600-1½)	1300-1¾ 523 (600-1¾)
CIRCLING	1300-1	521 (600-1)	1300-1½ 521 (600-1½)	1340-2 561 (600-2)
HINGI DME FIX MINIMUMS				
S-1	1240-1	463 (500-1)	1240-1¼ 463 (500-1¼)	1240-1½ 463 (500-1½)
CIRCLING	1300-1	521 (600-1)	1300-1½ 521 (600-1½)	1340-2 561 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

PERU MUNI (I76) 4 NW UTC−5(−4DT) N40°47.15′ W86°08.79′ **CHICAGO**
779 B S2 **FUEL** 100LL, JET A NOTAM FILE HUF **L–27D**
RWY 01–19: H4400X75 (ASPH) S–10 MIRL 0.3% up N **IAP**
RWY 01: REIL. PAPI(P2L)—GA 3.0° TCH 36′. Road.
RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Road.
AIRPORT REMARKS: Attended Nov–Apr 1400–2300Z‡, May–Oct 1400–0000Z‡. ACTIVATE MIRL Rwy 01–19, PAPI and REIL Rwy 01 and 19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
KOKOMO RCO 122.1R 109.8T (TERRE HAUTE RADIO)
Ⓡ **GRISSOM APP/DEP CON** 121.05 (1200–0400Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 121.05 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE OKK.
KOKOMO (H) VORTAC 113.5 OKK Chan 82 N40°31.67′ W86°03.48′ 345° 16 NM to fld. 830/00E.



PLYMOUTH MUNI (C65) 2 N UTC−5(−4DT) N41°21.91′ W86°18.03′ **CHICAGO**
800 B **FUEL** 100LL, JET A NOTAM FILE HUF **L–28I**
RWY 10–28: H4400X60 (ASPH) S–25, D–40 MIRL **IAP**
RWY 10: REIL. VASI(V2L)—GA 3.0° TCH 37′. Tree.
RWY 28: REIL. VASI(V4L)—GA 3.3° TCH 30′. Thld dsplcd 300′. Road.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡, Sat 1300–2100Z‡, Sun 1500–1900Z‡. Fuel self svc avbl 24 hrs. Birds on and invof arpt. Snow removal ops during winter months; equipment operators will monitor CTAF when twr clsd. ACTIVATE MIRL Rwy 10–28, REIL Rwy 10 and Rwy 28, VASI Rwy 10 and Rwy 28—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
KNOX RCO 122.1R 115.6T (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 135.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
KNOX (H) VOR/DME 115.6 OXI Chan 103 N41°19.32′ W86°38.96′ 081° 16 NM to fld. 690/00E.



PNTHR N39°46.61′ W85°07.79′ NOTAM FILE HUF.
NDB (LOM) 227 SQ 185° 4.7 NM to Mettel Fld.

POCKET CITY N37°55.70′ W87°45.74′. NOTAM FILE HUF. **ST LOUIS**
(H) VORTACW 113.3 PXV Chan 80 056° 12.8 NM to Evansville Rgnl. 384/3E. **HIWAS.** **H–5E, L–16I**
DME unusable beyond 30 NM below 2600′.

POPE FLD (See GREENFIELD)

PORTER CO MUNI (See VALPARAISO)

VOR/DME OXI	APP CRS	Rwy Idg	4400
115.6	080°	TDZE	796
Chan 103		Apt Elev	800

VOR or GPS RWY 10

PLYMOUTH MUNI (C65)

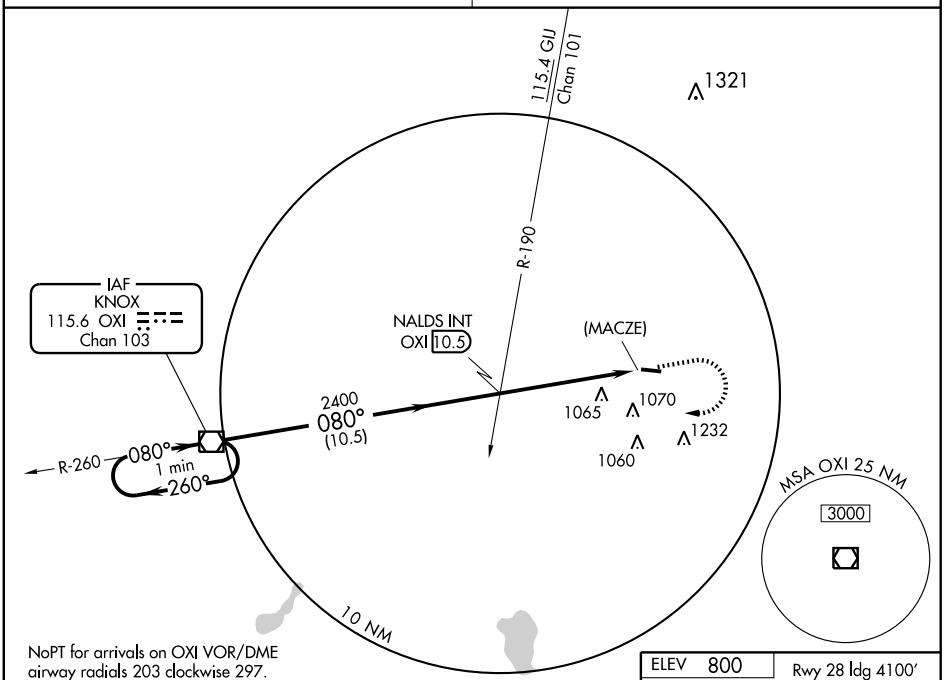
Obtain local altimeter setting on CTAF; when not received, use South Bend altimeter setting.

NA

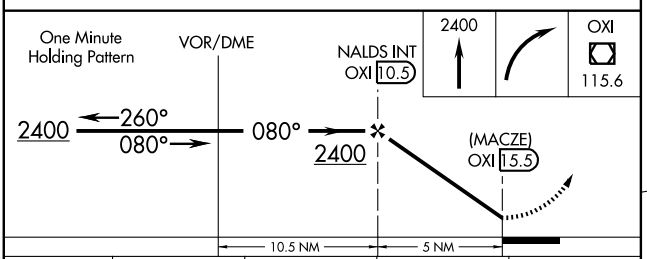
MISSED APPROACH: Climb to 2400 then right turn direct OXI VOR/DME and hold.

SOUTH BEND APP CON ★
132.05 257.8

UNICOM
122.8 (CTAF) L

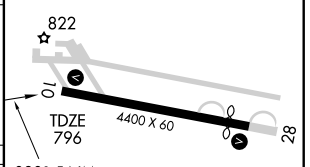


NoPT for arrivals on OXI VOR/DME airway radials 203 clockwise 297.



CATEGORY	A	B	C	D
S-10	1340-1	544 (600-1)	1340-1½ 544 (600-1½)	NA
CIRCLING	1340-1	544 (600-1)	1380-1½ 584 (600-1½)	NA
SOUTH BEND ALTIMETER SETTING MINIMUMS				
S-10	1380-1	584 (600-1)	1380-1½ 584 (600-1½)	NA
CIRCLING	1380-1	584 (600-1)	1440-1¾ 644 (700-1¾)	NA

ELEV 800 Rwy 28 ldg 4100'



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME OXI	APP CRS	Rwy Idg	4100
115.6	261°	TDZE	796
Chan 103		Apt Elev	800

VOR or GPS RWY 28

PLYMOUTH MUNI (C65)

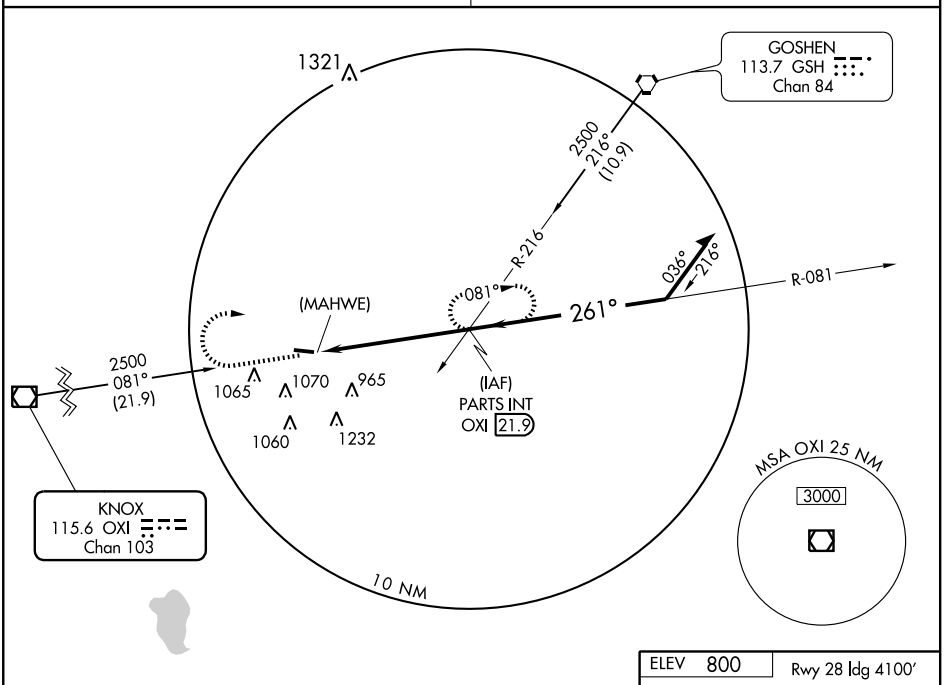
Obtain local altimeter setting on CTAF; when not received, use South Bend altimeter setting.

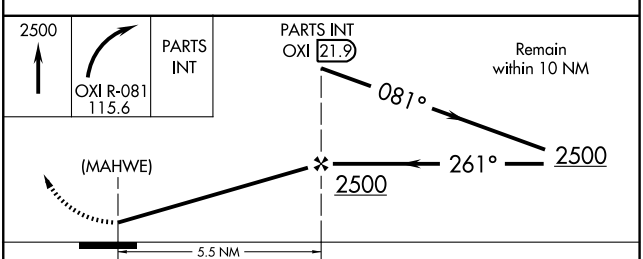
NA

MISSED APPROACH: Climb to 2500 then right turn via OXI R-081 to PARTS and hold.

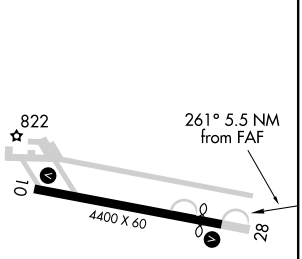
SOUTH BEND APP CON ★
132.05 257.8

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-28	1280-1	484 (500-1)	1280-1¼ 484 (500-1¼)	NA
CIRCLING	1340-1	544 (600-1)	1380-1½ 584 (600-1½)	NA
SOUTH BEND ALTIMETER SETTING MINIMUMS				
S-28	1320-1	524 (600-1)	1320-1½ 524 (600-1½)	NA
CIRCLING	1380-1	584 (600-1)	1440-1¾ 644 (700-1¾)	NA



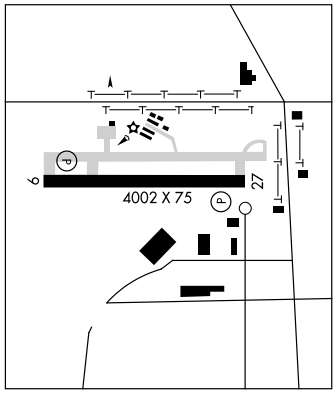
MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

PORTLAND MUNI (PLD) 1 NW UTC−5(−4DT) N40°27.10′ W84°59.34′
925 B S2 **FUEL** 100LL, JET A NOTAM FILE HUF
RWY 09–27: H4002X75 (ASPH) S–12.5 MIRL 0.3% up E
RWY 09: REIL. PAPI (P2L)—GA 3.0° TCH 24′. Trees.
RWY 27: REIL. PAPI (P2L)—GA 3.0° TCH 24′. Antenna.
AIRPORT REMARKS: Attended Mon–Sat 1300–0000Z‡, Sun 1400–0000Z‡. MIRL Rwy 09–27 preset low ints, increase ints and ACTIVATE REIL Rwys 09 and 27—CTAF. PAPI Rwys 09 and 27 opr 24 hr. REIL.
WEATHER DATA SOURCES: AWOS–3 124.67 (260) 726–7882.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WAYNE APP/DEP CON** 132.15 (SE/NE of active rwy) 127.2 (SW/NW of active rwy)
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 164° 32.9 NM to fld. 793/00E.
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Fort Wayne rwy usage.

DETROIT
L–27E
IAP



POST–AIR (See INDIANAPOLIS)

PULLY N39°37.74′ W86°25.10′ NOTAM FILE IND.
NDB (LOM) 266 IN 049° 7.8 NM to Indianapolis Intl.

ST. LOUIS

PURDUE UNIVERSITY (See LAFAYETTE)

PUTNAM CO (See GREENCASTLE)

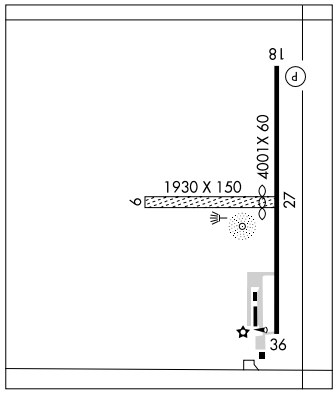
RANDOLPH CO (See WINCHESTER)

REESE (See MUNCIE)

RENSSELAER

JASPER CO (RZL) 1 NW UTC−6(−5DT) N40°56.87′ W87°10.95′
698 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF
RWY 18–36: H4001X60 (CONC) S–12.5 MIRL 0.6% up N.
RWY 18: PAPI(P2L). Road. **RWY 36:** Road.
RWY 09–27: 1930X150 (TURF) 0.3% up W
RWY 09: Trees. **RWY 27:** Thld dsplcd 130′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1800–0400Z‡, Sun 1900–0300Z‡. Rwy 09 and 27 thlds have orange traffic cone markers. ACTIVATE MIRL Rwy 18–36—CTAF. Rwy 18 PAPI opr 24 hrs.
WEATHER DATA SOURCES: AWOS–3 119.175 (219) 866–7167.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP CON** 132.95
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BOILER (H) VORTACW 115.1 BVT Chan 98 N40°33.37′ W87°04.16′ 347° 24.1 NM to fld. 750/1E. **HIWAS.**
RENSSELAER NDB (MHW) 362 RZL N40°56.82′ W87°11.02′ at fld. NDB unmonitored 2300–1300Z‡.

CHICAGO
L–27D
IAP



RENSSELAER N40°56.82′ W87°11.02′ NOTAM FILE HUF.
NDB (MHW) 362 RZL at Jasper Co. NDB unmonitored 2300–1300Z‡.

CHICAGO
L–27D

RNAV (GPS) RWY 9
PORTLAND MUNI (PLD)

APP CRS	Rwy Idg	4002
092°	TDZE	923
	Apt Elev	926

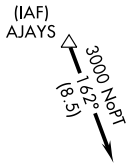
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 100 ft, increase LNAV Cat C and D visibility ¼ mile, Circling Cat C ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

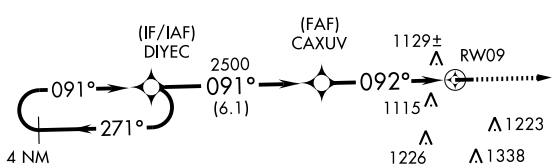
NA

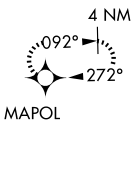
MISSED APPROACH: Climb to 3000 direct MAPOL and hold.

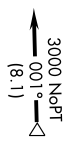
AWOS-3	FORT WAYNE APP CON	UNICOM
124.67	132.15 (SE/NE) 284.6 127.2 (SW/NW) 284.6	122.8 (CTAF) L

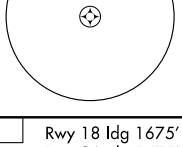
Procedure NA for arrivals at AJAYS via V221 northbound.







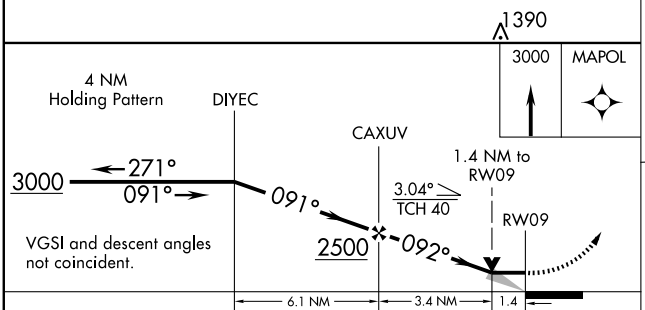


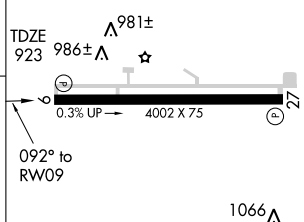


Procedure NA for arrivals at FAXIG via V14 southwest bound.

ELEV 926

Rwy 18 Idg 1675′
Rwy 36 Idg 1475′





CATEGORY	A	B	C	D
LNAV MDA	1400-1	477 (500-1)	1400-1¼ 477 (500-1¼)	1400-1½ 477 (500-1½)
CIRCLING	1440-1	514 (600-1)	1440-1½ 514 (600-1½)	1480-2 554 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4002
272°	TDZE	926
	Apt Elev	926

RNAV (GPS) RWY 27

PORTLAND MUNI (PLD)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 100 ft, increase LNAV Cat C and D visibility ¼ mile, Circling Cat C ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct DIYEC and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
124.67	132.15 (SE/NE) 284.6 127.2 (SW/NW) 284.6	122.8 (CTAF) L

MISSED APCH FIX

DIYEC

091°

271°

4 NM

Procedure NA for arrivals at NADIR via V14 northeast bound.

(IAF) NADIR

3000 NoPT

226°

(12.2)

(IF/IAF) MAPOL

4 NM

092°

272°

2500

272°

(6.1)

RW27

1169±

1115

1226

1223

1338

(FAF) DANCR

3000 NoPT

335°

(5)

(IAF) HIGLA

Procedure NA for arrivals at HIGLA via V55 southeast bound.

MSA RW27 25 NM

2900

1483

ELEV 926

981±

986±

272° to RW27

0.3% UP

4002 X 75

27

TDZE 926

1066

3000

DIYEC

4 NM Holding Pattern

MAPOL

092°

272°

3000

DANCR

272°

1.5 NM to RW27

RW27

2500

3.04°

TCH 40

VGSI and descent angles not coincident.

1.5 3.3 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1420-1	494 (500-1)	1420-1¼ 494 (500-1¼)	1420-1½ 494 (500-1½)
CIRCLING	1440-1	514 (600-1)	1440-1½ 514 (600-1½)	1480-2 554 (600-2)

MIRL Rwy 9-27 L

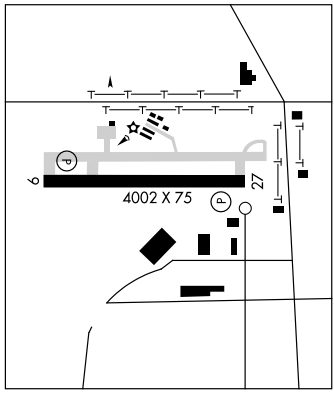
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

PORTLAND MUNI (PLD) 1 NW UTC−5(−4DT) N40°27.10′ W84°59.34′
925 B S2 **FUEL** 100LL, JET A NOTAM FILE HUF
RWY 09–27: H4002X75 (ASPH) S–12.5 MIRL 0.3% up E
RWY 09: REIL. PAPI (P2L)—GA 3.0° TCH 24′. Trees.
RWY 27: REIL. PAPI (P2L)—GA 3.0° TCH 24′. Antenna.
AIRPORT REMARKS: Attended Mon–Sat 1300–0000Z‡, Sun 1400–0000Z‡. MIRL Rwy 09–27 preset low ints, increase ints and ACTIVATE REIL Rwys 09 and 27—CTAF. PAPI Rwys 09 and 27 opr 24 hr. REIL.
WEATHER DATA SOURCES: AWOS–3 124.67 (260) 726–7882.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WAYNE APP/DEP CON** 132.15 (SE/NE of active rwy) 127.2 (SW/NW of active rwy)
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 164° 32.9 NM to fld. 793/00E.
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Fort Wayne rwy usage.

DETROIT
L–27E
IAP



POST–AIR (See INDIANAPOLIS)

PULLY N39°37.74′ W86°25.10′ NOTAM FILE IND.
NDB (LOM) 266 IN 049° 7.8 NM to Indianapolis Intl.

ST. LOUIS

PURDUE UNIVERSITY (See LAFAYETTE)

PUTNAM CO (See GREENCASTLE)

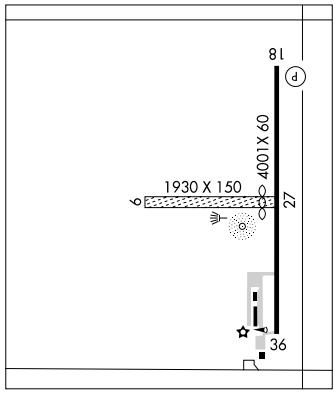
RANDOLPH CO (See WINCHESTER)

REESE (See MUNCIE)

RENSSELAER

JASPER CO (RZL) 1 NW UTC−6(−5DT) N40°56.87′ W87°10.95′
698 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF
RWY 18–36: H4001X60 (CONC) S–12.5 MIRL 0.6% up N.
RWY 18: PAPI(P2L). Road. **RWY 36:** Road.
RWY 09–27: 1930X150 (TURF) 0.3% up W
RWY 09: Trees. **RWY 27:** Thld dsplcd 130′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1800–0400Z‡, Sun 1900–0300Z‡. Rwy 09 and 27 thlds have orange traffic cone markers. ACTIVATE MIRL Rwy 18–36—CTAF. Rwy 18 PAPI opr 24 hrs.
WEATHER DATA SOURCES: AWOS–3 119.175 (219) 866–7167.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP CON** 132.95
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BOILER (H) VORTACW 115.1 BVT Chan 98 N40°33.37′ W87°04.16′ 347° 24.1 NM to fld. 750/1E. **HIWAS.**
RENSSELAER NDB (MHW) 362 RZL N40°56.82′ W87°11.02′ at fld. NDB unmonitored 2300–1300Z‡.

CHICAGO
L–27D
IAP



RENSSELAER N40°56.82′ W87°11.02′ NOTAM FILE HUF.
NDB (MHW) 362 RZL at Jasper Co. NDB unmonitored 2300–1300Z‡.

CHICAGO
L–27D

APP CRS	Rwy Idg	4001
172°	TDZE	698
	Apt Elev	698

GPS RWY 18

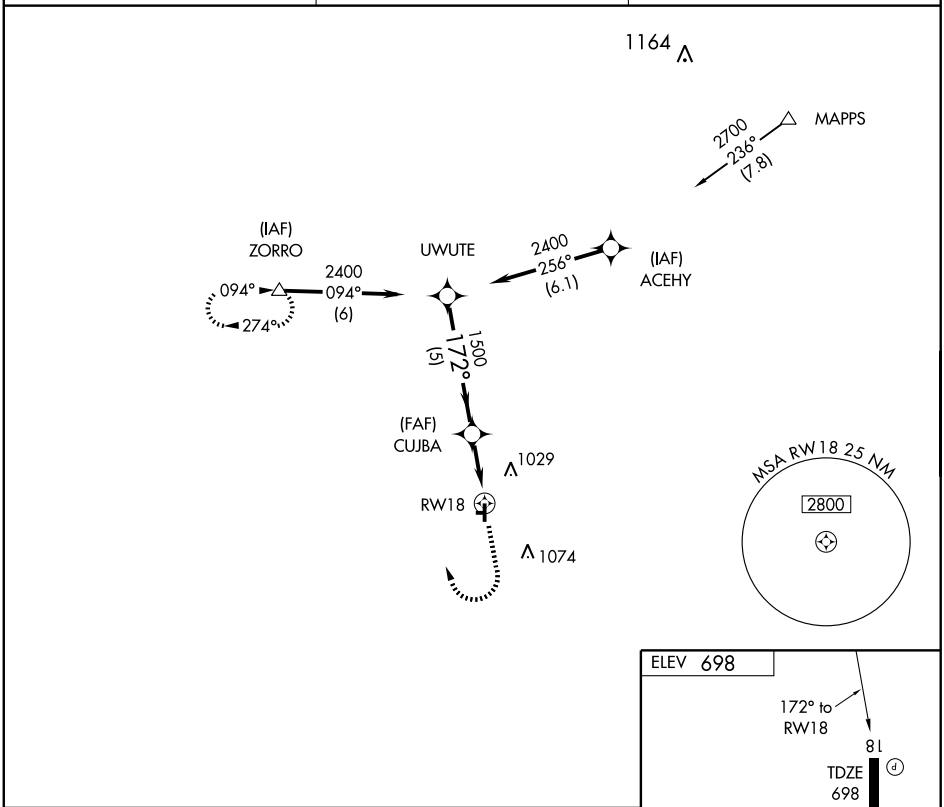
RENSSELAER/ JASPER COUNTY (RZL)

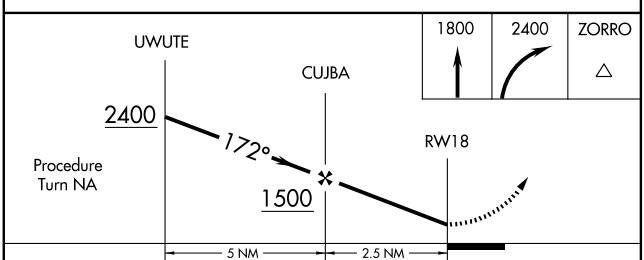
When local altimeter setting not received, use Lafayette, IN altimeter setting.

NA

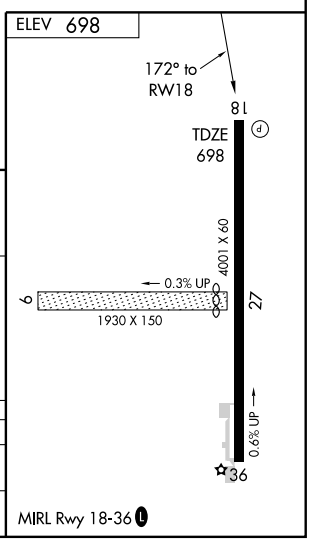
MISSED APPROACH: Climb to 1800, then climbing right turn to 2400 direct ZORRO and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.175	132.95 272.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-18	1260-1 562 (600-1)		1260-1½ 562 (600-1½)	NA
CIRCLING	1260-1 562 (600-1)	1440-1¼ 742 (800-1¼)	1440-2¼ 742 (800-2¼)	NA



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NDB RZL	APP CRS	Rwy Idg	4001
362	187°	TDZE	685
		Apt Elev	698

NDB RWY 18

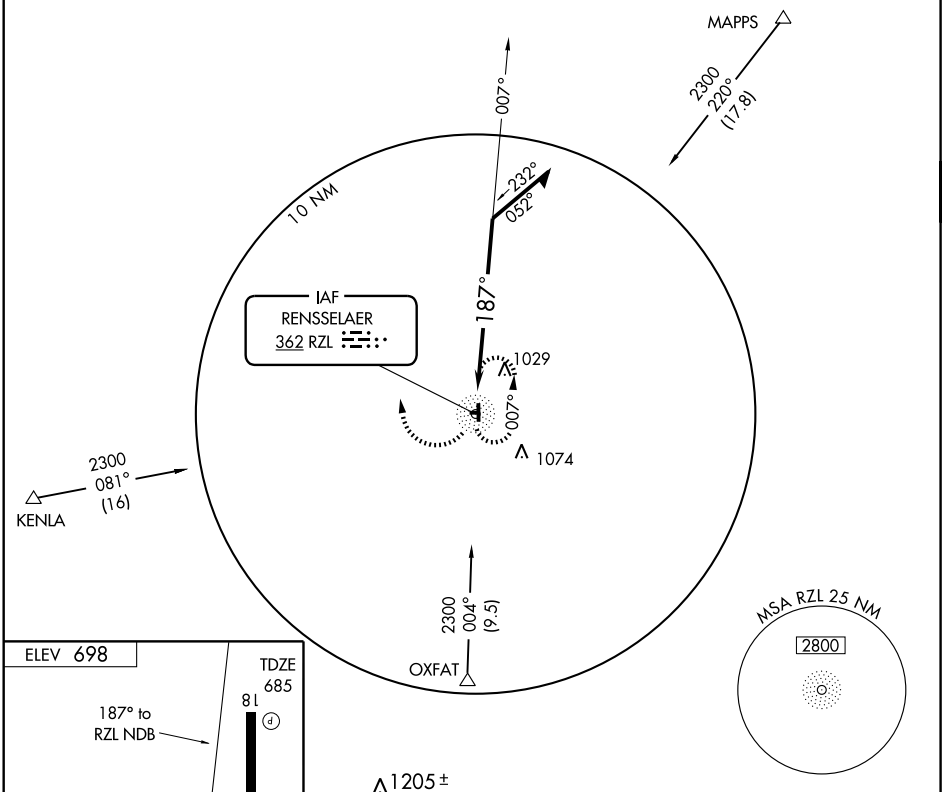
RENSSELAER/JASPER COUNTY (RZL)

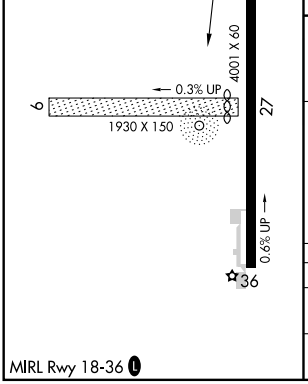
NA

Use Lafayette, IN altimeter setting.

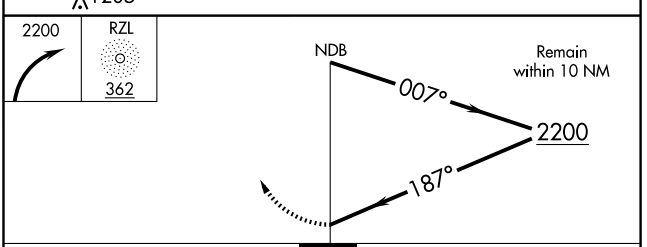
MISSED APPROACH: Climbing right turn to 2200 direct to RZL NDB and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.175	132.95 272.7	122.8 (CTAF) L





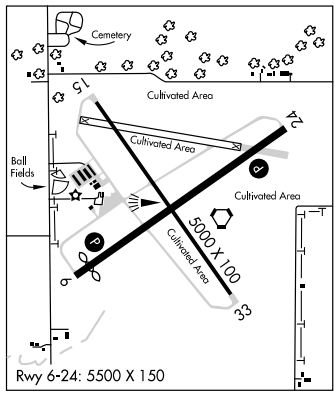
1205 ±



CATEGORY	A	B	C	D
S-18	1500-1 815 (900-1)	1500-1¼ 815 (900-1¼)	1500-2½ 815 (900-2½)	NA
CIRCLING	1500-1 815 (900-1)	1500-1¼ 815 (900-1¼)	1520-2½ 835 (900-2½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

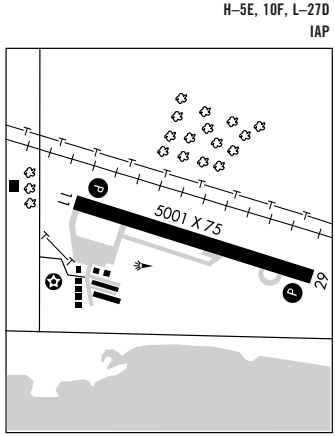
RICHMOND MUNI (RID) 5 SE UTC−5(−4DT) N39°45.37′ W84°50.56′ **CINCINNATI**
1140 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF **H–10G, L–27E**
RWY 06–24: H5500X150 (ASPH–GRVD) S–30, D–40, 2D–60 MIRL **IAP**
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Thld dsplcd 300′. Road.
RWY 24: LDIN. REIL. PAPI(P4L)—GA 3.0° TCH 47′. Crops.
RWY 15–33: H5000X100 (ASPH) S–30, D–40, 2D–60 MIRL 0.3% up SE.
RWY 15: Trees. **RWY 33:** Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–5500 TODA–5500 ASDA–5500 LDA–5200
RWY 24: TORA–5500 TODA–5500 ASDA–5500 LDA–5500
AIRPORT REMARKS: Attended Mon–Fri 1200–2245Z‡, Sat–Sun 1300–2245Z‡. Parachute Jumping. Rwy 06 and Rwy 24 REIL OTS indef. ACTIVATE MIRL Rwy 06–24 and Rwy 15–33, REIL and PAPI Rwy 06 and Rwy 24, and LDIN Rwy 24—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.
WEATHER DATA SOURCES: AWOS–3 121.225 (765) 983–1903.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.1R 110.6T (TERRE HAUTE RADIO)
Ⓡ **DAYTON APP/DEP CON** 134.45 (181°–359°) **DAYTON CLNC DEL** 133.55 (937) 454–7282
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
(L) VORTAC 110.6 RID Chan 43 N39°45.30′ W84°50.33′ at fld. 1135/3W.
ILS 111.35 I–RID Rwy 24. LOC/GS unmonitored.



ROBINSON (See VEVAY)

ROCHESTER

FULTON CO (RCR) 2 E UTC−5(−4DT) N41°03.93′ W86°10.90′ **CHICAGO**
790 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–27D**
RWY 11–29: H5001X75 (ASPH–GRVD) S–9 MIRL **IAP**
RWY 11: REIL. PAPI(P2L)—GA 4.0° TCH 28′. Tree.
RWY 29: REIL. PAPI(P2L)—GA 4.0° TCH 28′.Tree.
AIRPORT REMARKS: Attended 1300–2300Z‡. Fuel 100LL self svc avbl 24 hours. ACTIVATE MIRL Rwy 11–29, PAPI Rwy 11 and Rwy 29, REIL Rwy 11 and Rwy 29, and rotating bcn—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.775 (574) 223–3560.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 119.85
RADIO AIDS TO NAVIGATION: NOTAM FILE GUS.
GRISSOM (T) VORTACW 108.45 GUS Chan 21(Y) N40°38.69′ W86°09.10′ 359° 25.3 NM to fld. 810/2W. VORTAC unmonitored 0400–1200Z‡.



SALEM MUNI (I83) 2 W UTC−5(−4DT) N38°36.12′ W86°08.40′ **ST. LOUIS**
822 B **FUEL** 100LL NOTAM FILE HUF
RWY 10–28: H2738X50 (ASPH) S–7 MIRL
RWY 10: REIL. PAPI(P2L)—GA 4.0° TCH 20′. Trees. **RWY 28:** REIL. Thld dsplcd 238′. Bldg.
AIRPORT REMARKS: Attended irregularly. Call 812–620–9260 for assistance. Fuel avbl 24 hrs with credit card. Rwy 10 REIL OTS indef. MIRL Rwy 10–28 preset low in ints; to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0

LOC I-RID	APP CRS		
111.35	238°	Rwy Idg	5500
		TDZE	1139
		Apt Elev	1140

ILS or LOC RWY 24

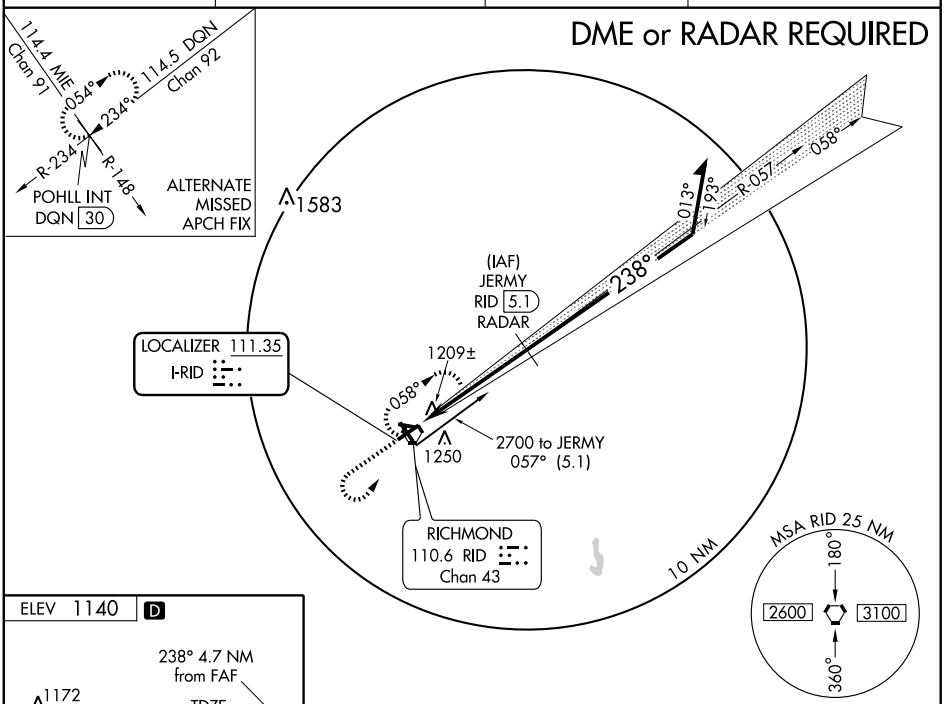
RICHMOND MUNI (RID)

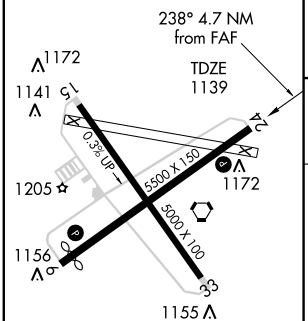
DME or Radar Required. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase DA 88 feet and all MDA 100 feet. Increase S-ILS 24 visibility ¼ mile all Cats and S-LOC 24 visibility Cat C ½ mile and Cat D ¼ mile. When using James M Cox Dayton altimeter setting, inoperative table does not apply to S-LOC 24 Cat C. DME from RID VORTAC. Simultaneous reception of I-RID and RID DME required.

NA

MISSED APPROACH: Climb to 2700 then left turn direct RID VORTAC and hold.

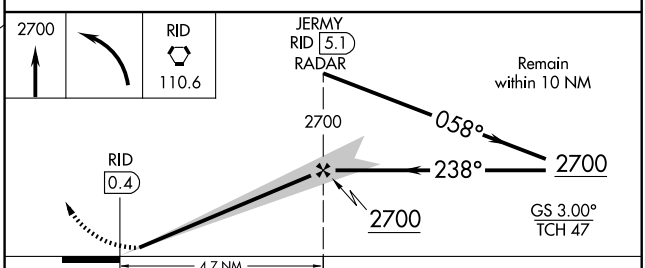
AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L





LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-ILS 24	1339-¾ 200 (200-¾)			
S-LOC 24	1460-¾ 321 (400-¾)			1460-1 321 (400-1)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5200
058°	TDZE	1137
	Apt Elev	1140

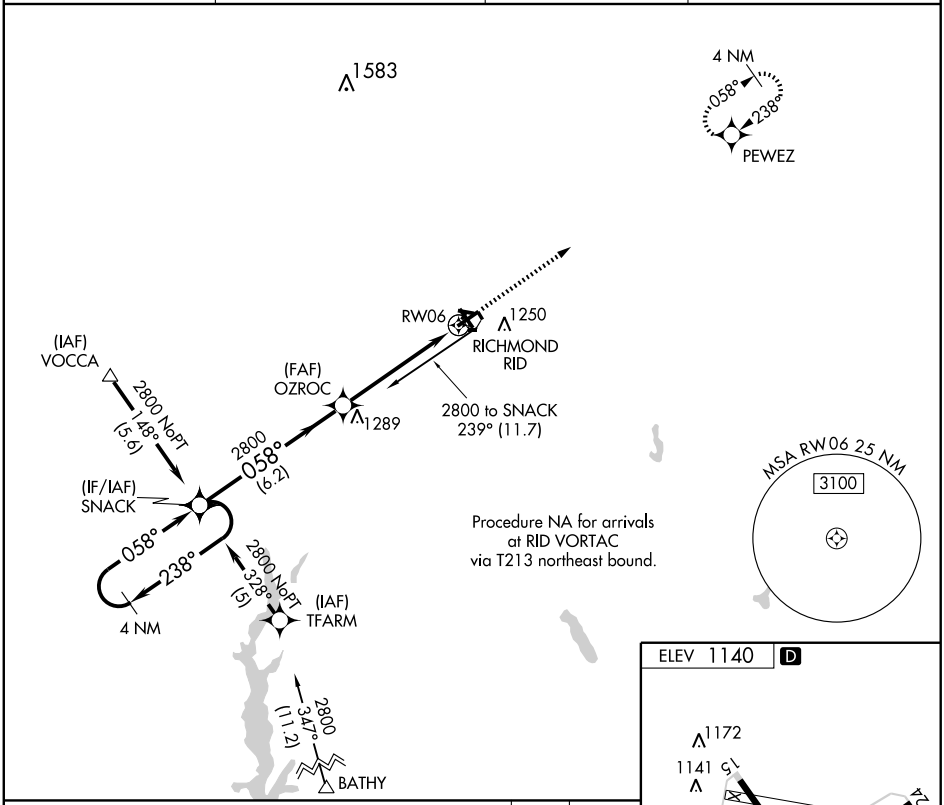
RNAV (GPS) RWY 6
RICHMOND MUNI (RID)

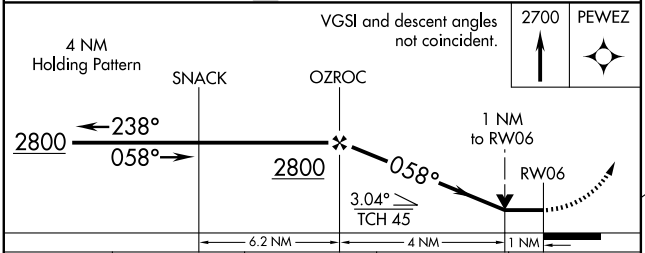
DME/DME RNP-0.3 NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet and LNAV visibility Cat C, D ¼ mile. VDP NA when using James M Cox Dayton Intl altimeter setting.

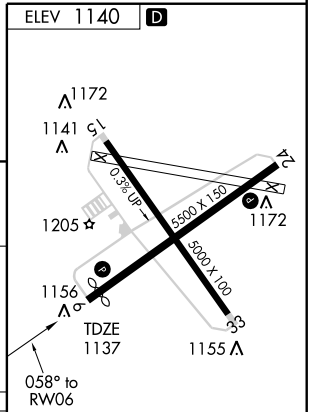
NA

MISSED APPROACH: Climb to 2700 direct PEWEZ and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1480-1 343 (400-1)			1480-1¼ 343 (400-1¼)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 82112	238°	TDZE	1139
W24A		Apt Elev	1140

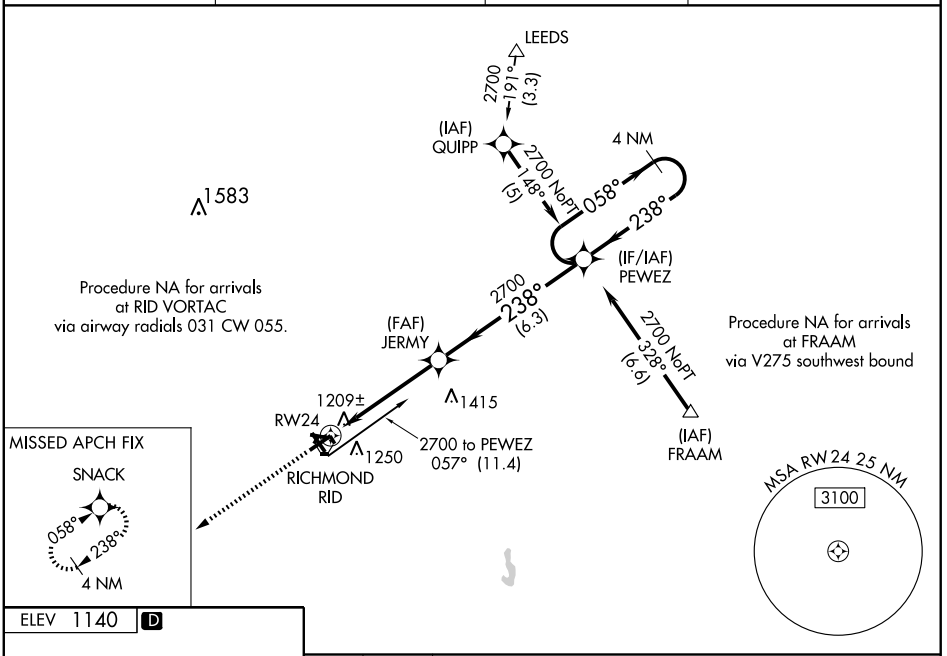
RNAV (GPS) RWY 24
RICHMOND MUNI (RID)

NA

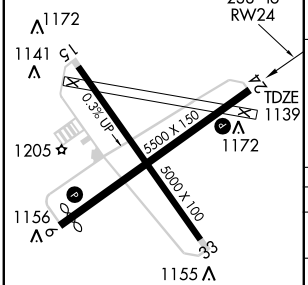
Inoperative table does not apply to LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all DA 88 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV visibility Cat C ½ mile and Cat D ¼ mile. When using James M Cox Dayton Intl altimeter setting inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. VDP and Baro-VNAV NA when using James M Cox Dayton Intl altimeter setting.

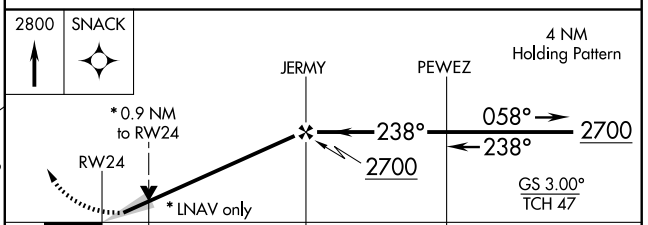
MISSED APPROACH: Climb to 2800 direct SNACK and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L



ELEV 1140 D





CATEGORY	A	B	C	D
LPV DA	1339-¾ 200 (200-¾)			
LNAV/VNAV DA	1549-1½ 410 (500-1½)			
LNAV MDA	1460-¾ 321 (400-¾)			1460-1 321 (400-1)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

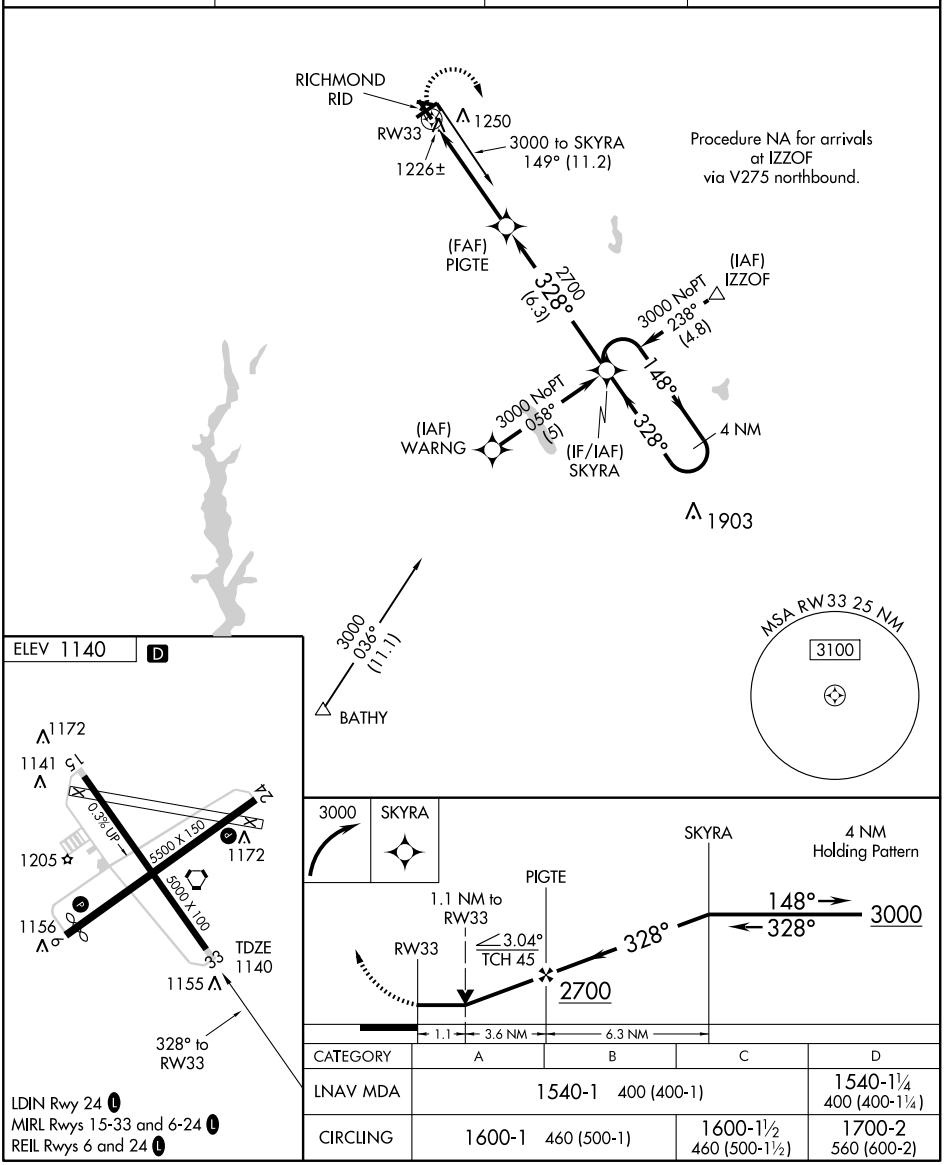
APP CRS	Rwy Idg	5000
328°	TDZE	1140
	Apt Elev	1140

RNAV (GPS) RWY 33
RICHMOND MUNI (RID)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet and increase visibility Cat C, D ¼ mile. VDP NA when using James M Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct SKYRA and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1540-1 400 (400-1)			1540-1¼ 400 (400-1¼)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

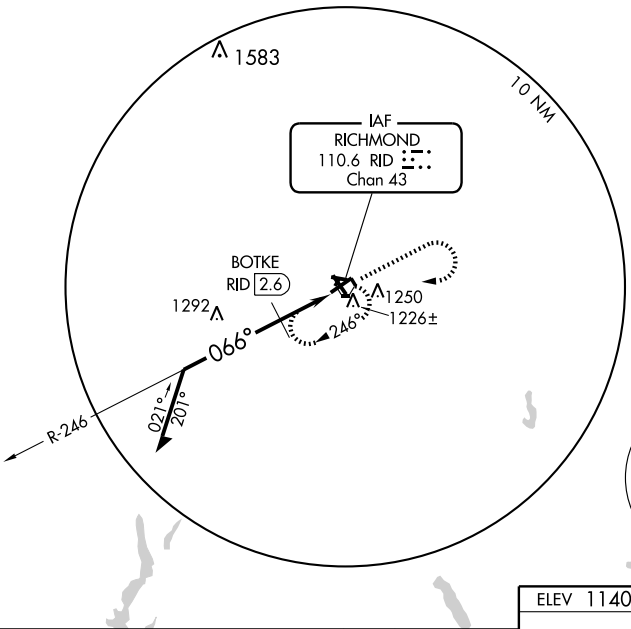
VORTAC RID	APP CRS	Rwy Idg	5200
110.6	066°	TDZE	1137
Chan 43		Apt Elev	1140

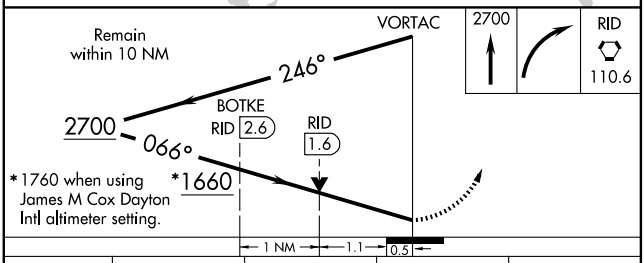
VOR RWY 6
RICHMOND MUNI (RID)

▼ NA — When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-6 Cat C, D and Circling Cat C visibility ¼ mile. Increase BOTKE fix minimums S-6 Cat C, D visibility ¼ mile. VDP NA when using James M Cox Dayton Intl altimeter setting.

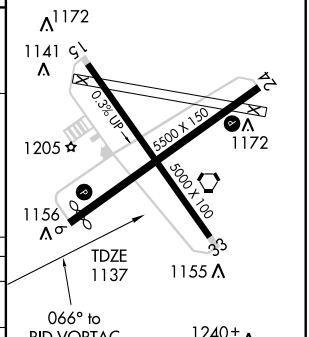
MISSED APPROACH: Climb to 2700 then right turn direct RID VORTAC and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-6	1660-1 523 (600-1)		1660-1½ 523 (600-1½)	1660-1¾ 523 (600-1¾)
CIRCLING	1660-1 520 (600-1)		1660-1½ 520 (600-1½)	1700-2 560 (600-2)
BOTKE FIX MINIMUMS				
S-6	1500-1 363 (400-1)			1500-1¼ 363 (400-1¼)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)



LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC RID	APP CRS	Rwy Idg	5500
110.6	228°	TDZE	1139
Chan 43		Apt Elev	1140

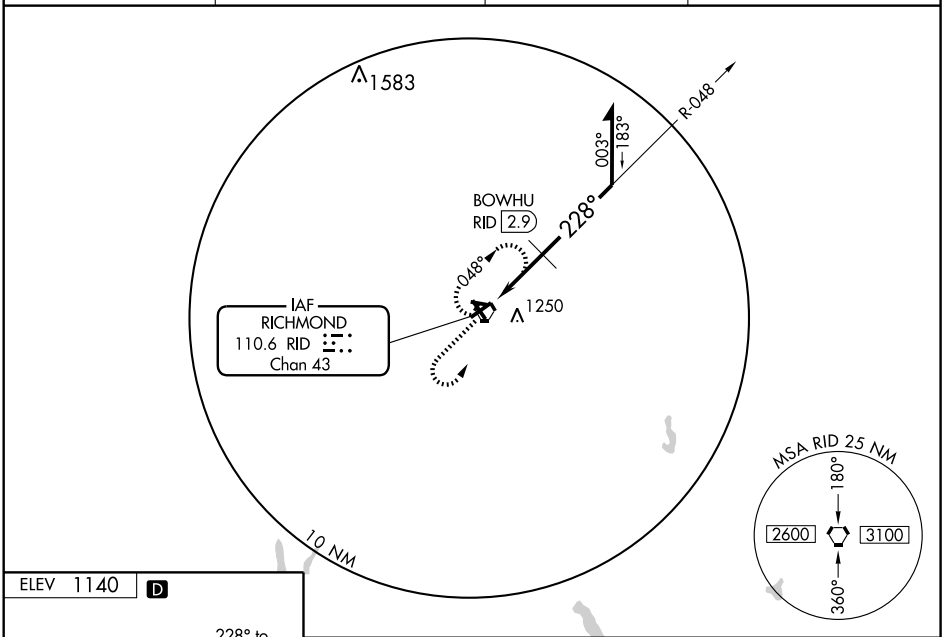
VOR RWY 24
RICHMOND MUNI (RID)

▼ NA

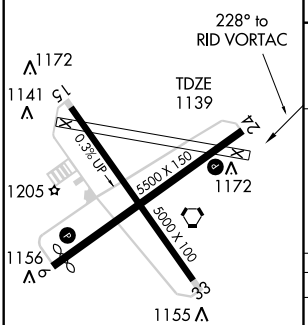
Inoperative table does not apply to S-24/BOWHU FIX minimums S-24 Cat C. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-24 Cat C/D and Circling Cat C/D visibility ¼ mile. Increase BOWHU FIX minimums S-24 Cat C ¼ mile and Cat D ½ mile. When using James M Cox Dayton Intl altimeter setting inoperative table does not apply to S-24/BOWHU FIX minimums S-24 Cat C. VDP NA when using James M Cox Dayton Intl altimeter setting.

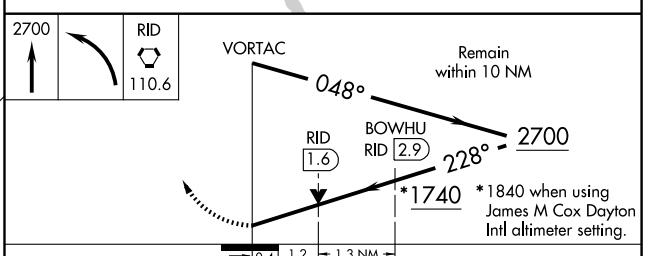
MISSED APPROACH:
Climb to 2700 then left turn direct RID VORTAC and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L



ELEV 1140 D





CATEGORY	A	B	C	D
S-24	1740-¾ 601 (600-¾)		1740-1¾ 601 (600-1¾)	1740-2 601 (600-2)
CIRCLING	1740-1 600 (600-1)		1740-1¾ 600 (600-1¾)	1740-2 600 (600-2)
BOWHU FIX MINIMUMS				
S-24	1560-¾ 421 (500-¾)		1560-1¼ 421 (500-1¼)	
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

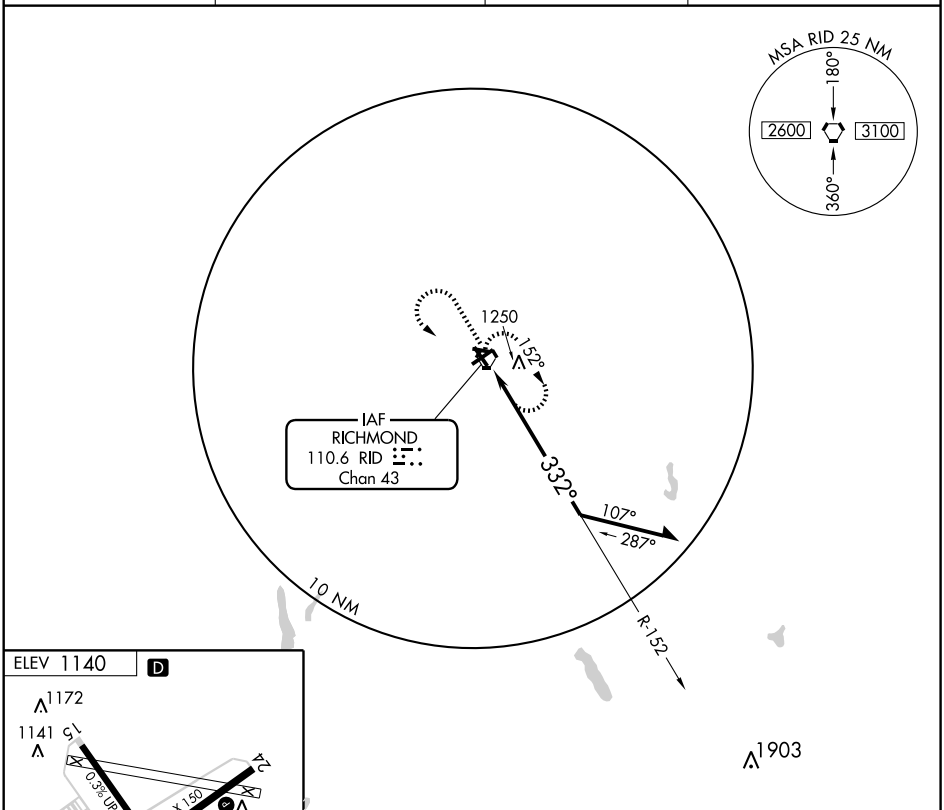
VORTAC RID	APP CRS	Rwy Idg	5000
110.6	332°	TDZE	1140
Chan 43		Apt Elev	1140

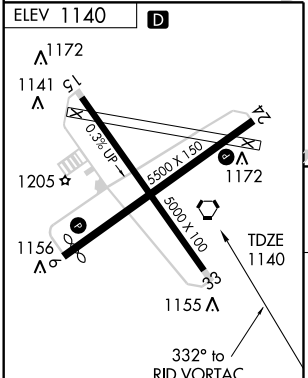
VOR RWY 33
RICHMOND MUNI (RID)

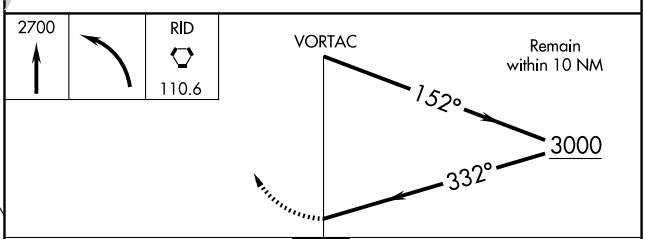
Visibility reduction by helicopters NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-33 Cat C, D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 then left turn direct RID VORTAC and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L





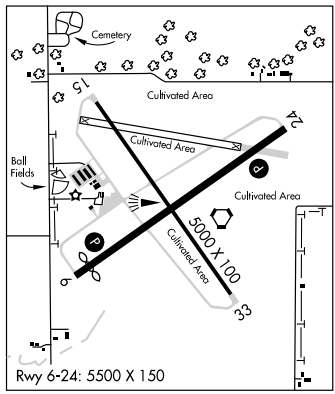


CATEGORY	A	B	C	D
S-33	1640-1	500 (500-1)	1640-1¼ 500 (500-1¼)	1640-1½ 500 (500-1½)
CIRCLING	1640-1	500 (500-1)	1640-1½ 500 (500-1½)	1700-2 560 (600-2)

LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

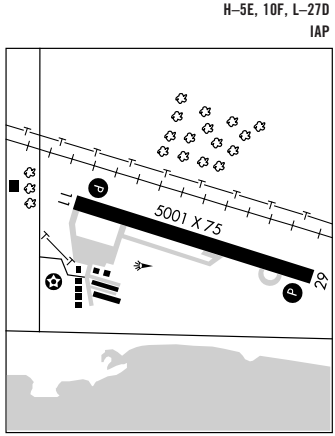
RICHMOND MUNI (RID) 5 SE UTC−5(−4DT) N39°45.37′ W84°50.56′ **CINCINNATI**
1140 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF **H–10G, L–27E**
RWY 06–24: H5500X150 (ASPH–GRVD) S–30, D–40, 2D–60 MIRL **IAP**
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Thld dsplcd 300′. Road.
RWY 24: LDIN. REIL. PAPI(P4L)—GA 3.0° TCH 47′. Crops.
RWY 15–33: H5000X100 (ASPH) S–30, D–40, 2D–60 MIRL 0.3% up SE.
RWY 15: Trees. **RWY 33:** Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–5500 TODA–5500 ASDA–5500 LDA–5200
RWY 24: TORA–5500 TODA–5500 ASDA–5500 LDA–5500
AIRPORT REMARKS: Attended Mon–Fri 1200–2245Z‡, Sat–Sun 1300–2245Z‡. Parachute Jumping. Rwy 06 and Rwy 24 REIL OTS indef. ACTIVATE MIRL Rwy 06–24 and Rwy 15–33, REIL and PAPI Rwy 06 and Rwy 24, and LDIN Rwy 24—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.
WEATHER DATA SOURCES: AWOS–3 121.225 (765) 983–1903.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.1R 110.6T (TERRE HAUTE RADIO)
Ⓡ **DAYTON APP/DEP CON** 134.45 (181°–359°) **DAYTON CLNC DEL** 133.55 (937) 454–7282
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
(L) VORTAC 110.6 RID Chan 43 N39°45.30′ W84°50.33′ at fld. 1135/3W.
ILS 111.35 I–RID Rwy 24. LOC/GS unmonitored.



ROBINSON (See VEVAY)

ROCHESTER

FULTON CO (RCR) 2 E UTC−5(−4DT) N41°03.93′ W86°10.90′ **CHICAGO**
790 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–27D**
RWY 11–29: H5001X75 (ASPH–GRVD) S–9 MIRL **IAP**
RWY 11: REIL. PAPI(P2L)—GA 4.0° TCH 28′. Tree.
RWY 29: REIL. PAPI(P2L)—GA 4.0° TCH 28′.Tree.
AIRPORT REMARKS: Attended 1300–2300Z‡. Fuel 100LL self svc avbl 24 hours. ACTIVATE MIRL Rwy 11–29, PAPI Rwy 11 and Rwy 29, REIL Rwy 11 and Rwy 29, and rotating bcn—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.775 (574) 223–3560.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 119.85
RADIO AIDS TO NAVIGATION: NOTAM FILE GUS.
GRISSOM (T) VORTACW 108.45 GUS Chan 21(Y) N40°38.69′ W86°09.10′ 359° 25.3 NM to fld. 810/2W. VORTAC unmonitored 0400–1200Z‡.



SALEM MUNI (I83) 2 W UTC−5(−4DT) N38°36.12′ W86°08.40′ **ST. LOUIS**
822 B **FUEL** 100LL NOTAM FILE HUF
RWY 10–28: H2738X50 (ASPH) S–7 MIRL
RWY 10: REIL. PAPI(P2L)—GA 4.0° TCH 20′. Trees. **RWY 28:** REIL. Thld dsplcd 238′. Bldg.
AIRPORT REMARKS: Attended irregularly. Call 812–620–9260 for assistance. Fuel avbl 24 hrs with credit card. Rwy 10 REIL OTS indef. MIRL Rwy 10–28 preset low in ints; to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0

APP CRS	Rwy Idg	5001
108°	TDZE	790
	Apt Elev	790

RNAV (GPS) RWY 11

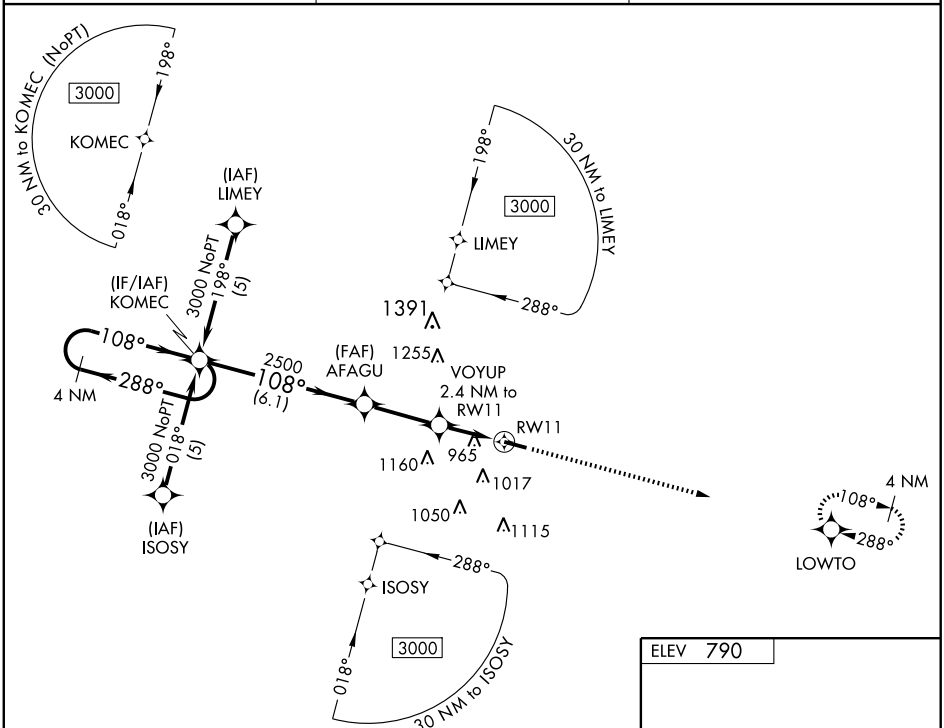
ROCHESTER/ FULTON COUNTY (RCR)

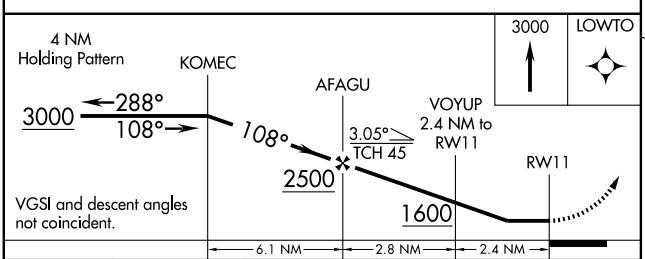
▼ ⚠ NA

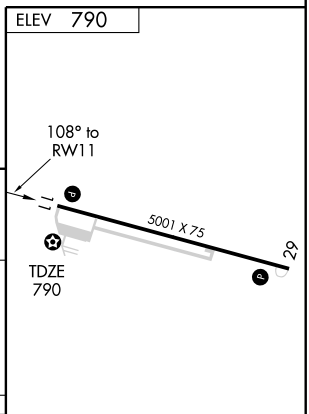
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Goshen altimeter setting and increase all MDA 100 feet, increase LNAV Cats C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct LOWTO and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
118.775	132.05 257.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1 430 (500-1)		1220-1¼ 430 (500-1¼)	1220-1½ 430 (500-1½)
CIRCLING	1280-1 490 (500-1)	1360-1 570 (600-1)	1360-1½ 570 (600-1½)	1360-2 570 (600-2)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 48809	288°	TDZE	790
W29A		Apt Elev	790

RNAV (GPS) RWY 29

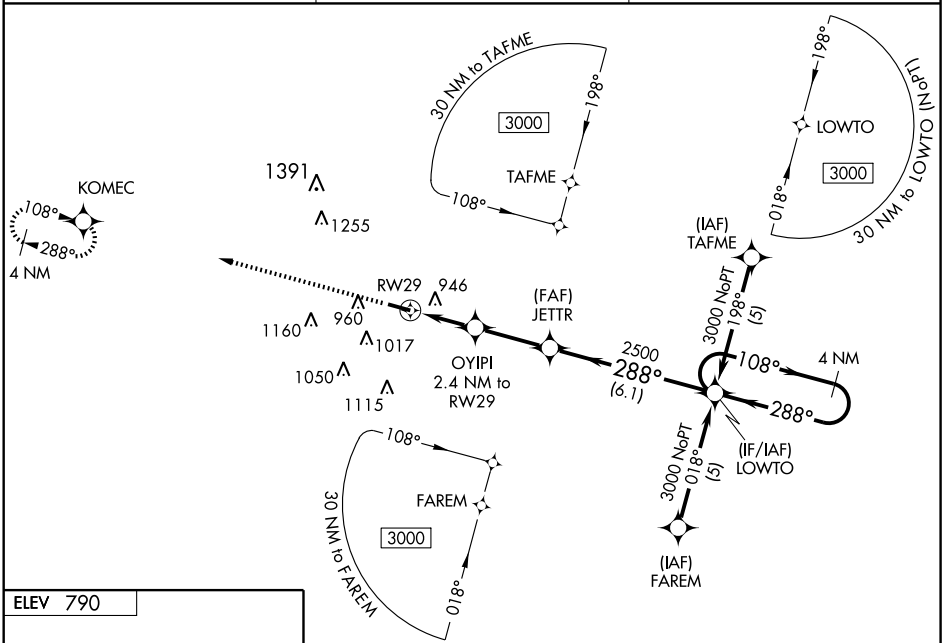
ROCHESTER/FULTON COUNTY (RCR)

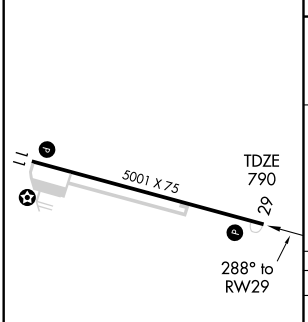
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47° (116°F). When local altimeter setting not received, use Goshen altimeter setting and increase all DA 81 feet and all MDA 100 feet, increase LPV all Cats, LNAV Cats C and D, Circling Cat C visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Goshen altimeter setting.

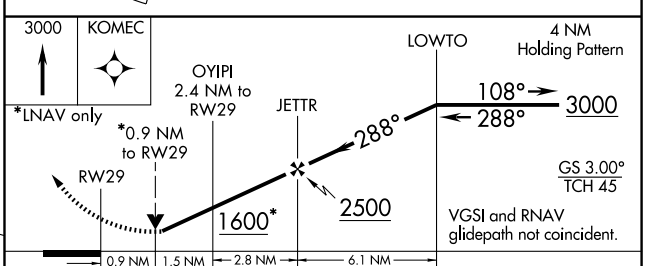
NA

MISSED APPROACH: Climb to 3000 direct KOMEC and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
118.775	132.05 257.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1127-1¼ 337 (400- 1¼)			
LNAV/VNAV DA	1244-1½ 454 (500- 1½)			
LNAV MDA	1200-1 410 (500-1)		1200-1¼ 410 (500-1¼)	
CIRCLING	1280-1 490 (500-1)	1360-1 570 (600-1)	1360-1½ 570 (500-1½)	1360-2 570 (600-2)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

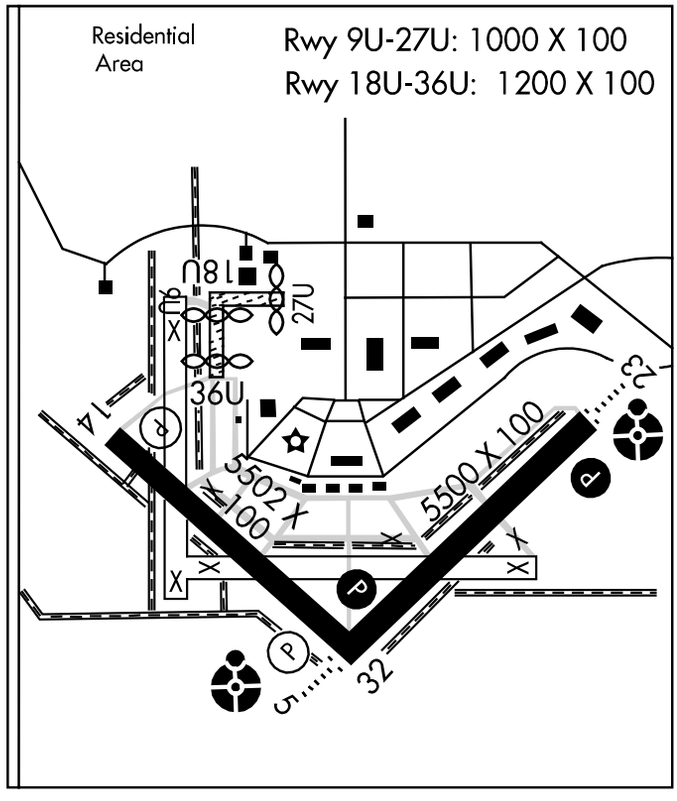
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SCOTTSBURG (3R8) 3 SW UTC−5(−4DT) N38°39.44′ W85°47.42′ **ST. LOUIS**
600 S2 NOTAM FILE HUF Not insp.
RWY 02–20: 2844X100 (TURF)
RWY 02: Thld dsplcd 200′. Trees. **RWY 20:** Thld dsplcd 380′. Trees.
AIRPORT REMARKS: Attended irregularly. Arpt CLOSED Dec 1 to Apr 1. Rwy 02–20 marked by orange traffic cones. Trees all quadrants.
COMMUNICATIONS: CTAF 122.9

SEDLY N41°27.07′ W86°52.65′ NOTAM FILE HUF. **CHICAGO**
NDB (MHW/LOM) 212 VP 274° 5.8 NM to Porter Co Muni. Unmonitored. **L–28I**

SEYMOUR

FREEMAN MUNI (SER) 2 SW UTC−5(−4DT) N38°55.48′ W85°54.50′ **ST. LOUIS**
583 B S2 **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–27D**
RWY 14–32: H5502X100 (ASPH–GRVD) S–20, D–35, 2D–50 MIRL **IAP**
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 21′. Crops.
RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Crops.
RWY 05–23: H5500X100 (ASPH–GRVD) S–20, D–35, 2D–50 MIRL
RWY 05: ODALS. REIL. PAPI(2PL)—GA 3.0° TCH 29′.
RWY 23: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 28′.
RWY 18U–36U: 1200X100(TURF)
RWY 18U: Thld dsplcd 200′.
RWY 36U: Thld dsplcd 400′. Bldg. Rgt tfc.
RWY 09U–27U: 1000X100 (TURF)
RWY 09U: Thld dsplcd 120′. Bldg.
RWY 27U: Thld dsplcd 120′. P–line.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Fuel self svc avbl 24 hours. Radio control airplanes opr on and invof arpt daily from Apr–Oct. Rwy 14–32 crops 210′ both sides of centerline–entire length. Rwy 18U–36U cracking and loose gravel. Rwy 36U end unmarked. Rwy 27U crops 200′ and 36′ high power line 582′ from east end. MIRL Rwy 05–23 and Rwy 14–32 preset on off; to ACTIVATE and increase ints REIL Rwy 05, Rwy 23, Rwy 14 and Rwy 32, ODALS Rwy 05 and Rwy 23, PAPI Rwy 05 and Rwy 23—CTAF.



WEATHER DATA SOURCES: AWOS–3 119.425 (812)522–4244, 1(888)782–3222.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.775
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
NABB (L) VORTAC 112.4 ABB Chan 71 N38°35.33′ W85°38.16′ 327° 23.8 NM to fld. 710/1E. **HIWAS.**
CAPTAIN NDB (MHW) 308 EQZ N38°52.05′ W85°58.38′ 043° 4.6 NM to fld. NDB unmonitored.
ILS 108.5 I–SER Rwy 05. LOC only. LOC unusable byd 30° right of course. LOC unmonitored.

SHAWNEE FLD (See BLOOMFIELD)

LOC/NDB RWY 5

SEYMOUR/ FREEMAN MUNI (SER)

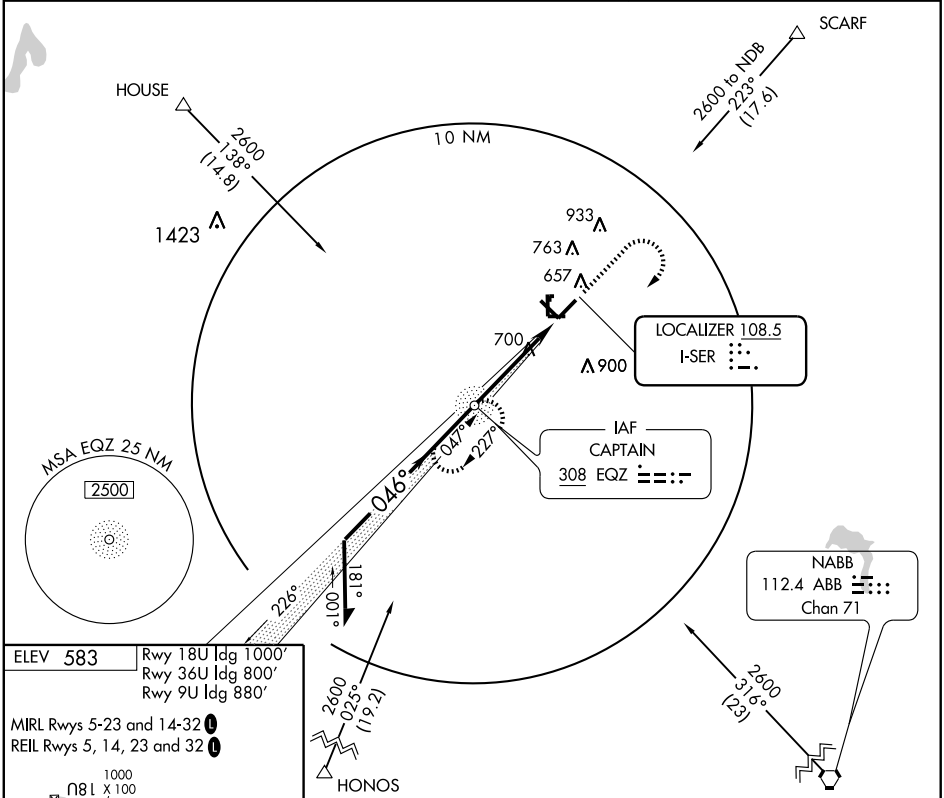
LOC I-SER	APP CRS	Rwy Idg	5500
108.5	046°	TDZE	575
		Apt Elev	583

T NA — If local altimeter setting not received, use Louisville Intl -Standiford Field altimeter setting and increase all MDAs 120 feet. Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH: Climb to 2600, then right turn direct EQZ NDB and hold.

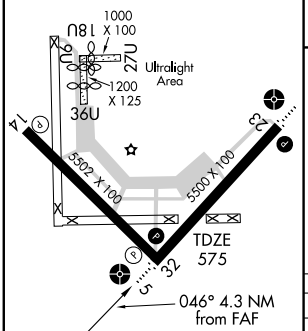
AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L

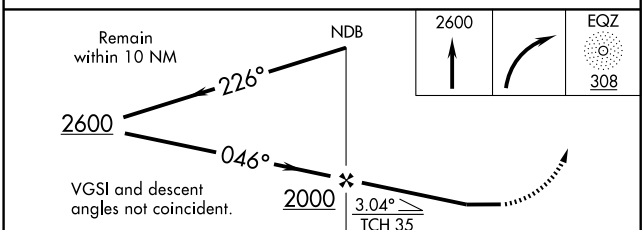


ELEV 583

Rwy 18U ldg 1000′
Rwy 36U ldg 800′
Rwy 9U ldg 880′

MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L





FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
S-5	1000-¾ 425 (500-¾)		1000-1¼ 425 (500-1¼)	
CIRCLING	1000-1 417 (500-1)	1040-1 457 (500-1)	1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NDB EQZ	APP CRS	Rwy Idg	5500
308	047°	TDZE	575
		Apt Elev	583

NDB RWY 5

SEYMOUR/ FREEMAN MUNI (SER)

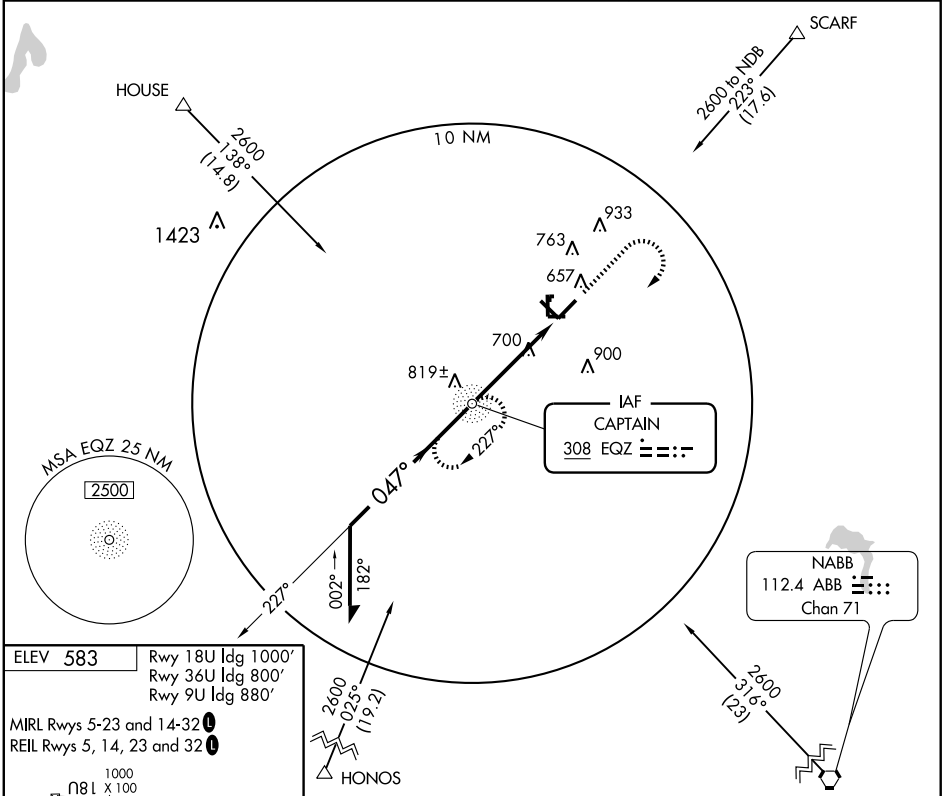
NA

If local altimeter setting not received, use Louisville Intl-Standiford Fld altimeter setting and increase all MDAs 120 feet. Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH: Climb to 2600, thenright turn direct EQZ NDB and hold.

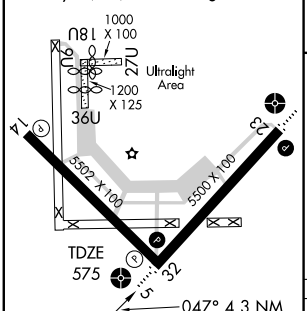
AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L



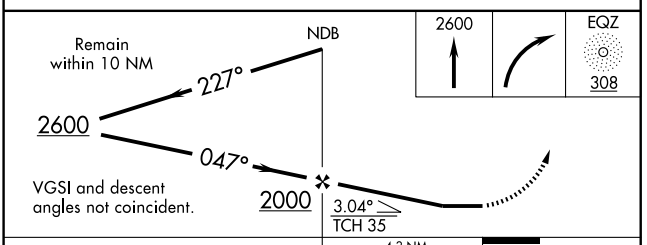
ELEV 583

Rwy 18U ldg 1000′
Rwy 36U ldg 800′
Rwy 9U ldg 880′

MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-5	1060-¾ 485 (500-¾)		1060-1¼ 485 (500-1¼)	1060-1½ 485 (500-1½)
CIRCLING	1060-1 477 (500-1)		1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53704 W05A	APP CRS 046°	Rwy Idg 5500 TDZE 575 Apt Elev 583

RNAV (GPS) RWY 5

SEYMOUR/ FREEMAN MUNI (SER)

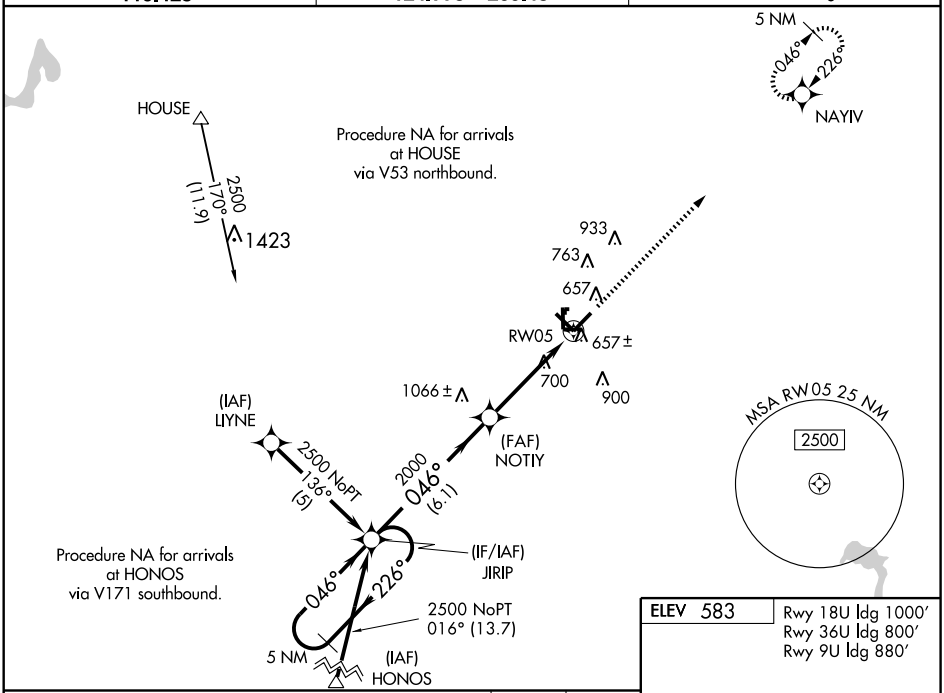
▼ NA

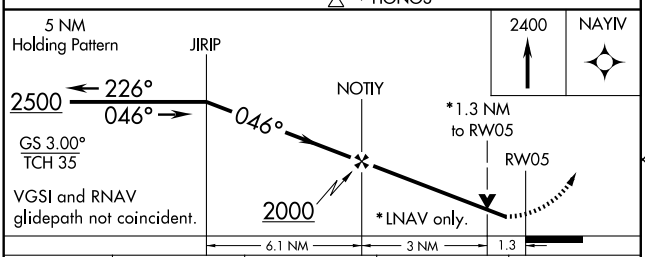
If local altimeter setting not received, use Louisville Intl - Standiford Field altimeter setting and increase all DAs/MDAs 120 feet. Baro-VNAV and VDP NA when using Louisville Intl - Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

ODALS

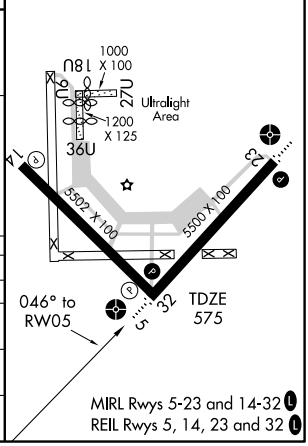
MISSED APPROACH: Climb to 2400 direct NAYIV and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	825-1 250 (300-1)			
LNAV/VNAV DA	927-1¼ 352 (400-1¼)			
LNAV MDA	1000-¾ 425 (500-¾)		1000-1¼ 425 (500-1¼)	
CIRCLING	1000-1 417 (500-1)	1040-1 457 (500-1)	1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 58003 W14A	APP CRS 136°	Rwy Idg 5502 TDZE 583 Apt Elev 583

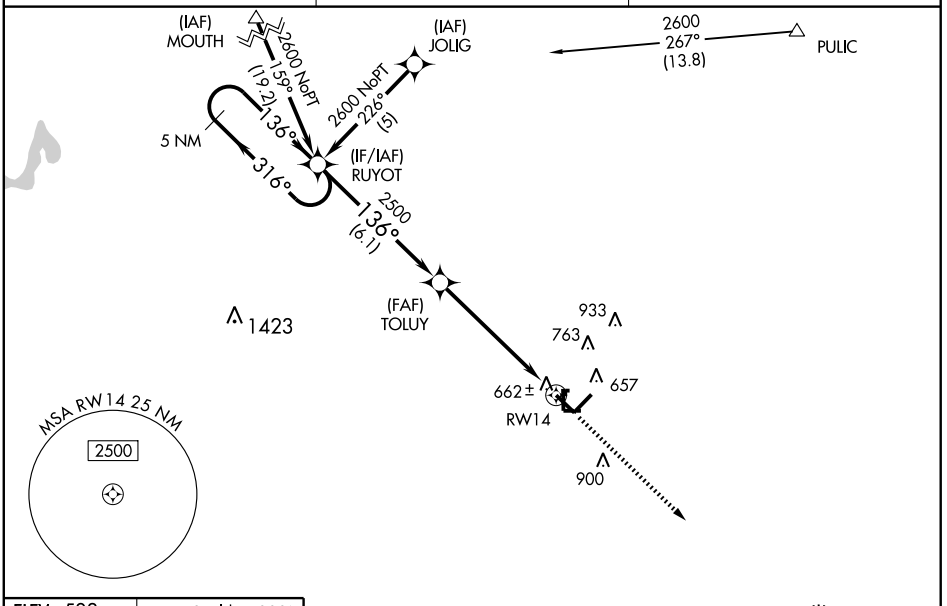
RNAV (GPS) RWY 14

SEYMOUR/ FREEMAN MUNI (SER)

If local altimeter setting not received, use Louisville Intl - Standiford Field altimeter setting and increase all DAs/MDAs 120 feet. VDP NA when using Louisville Intl - Standiford Field altimeter setting. Baro-VNAV NA when using Louisville Intl - Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2400 direct ZEKAM and hold.

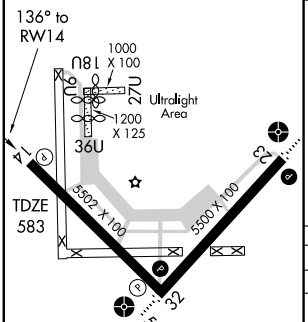
AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L



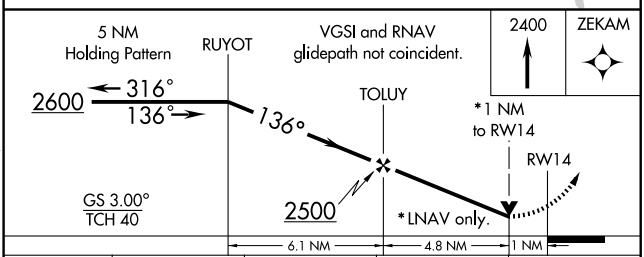


ELEV 583

Rwy 18U ldg 1000′
Rwy 36U ldg 800′
Rwy 9U ldg 880′



MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L



CATEGORY	A	B	C	D
LPV DA	909-1¼ 326 (400-1¼)			
LNAV/ VNAV DA	934-1¼ 351 (400-1¼)			
LNAV MDA	920-1 337 (400-1)			
CIRCLING	980-1 397 (400-1)	1040-1 457 (500-1)	1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 48903	226°	TDZE	580
W23A		Apt Elev	583

RNAV (GPS) RWY 23

SEYMOUR/ FREEMAN MUNI (SER)

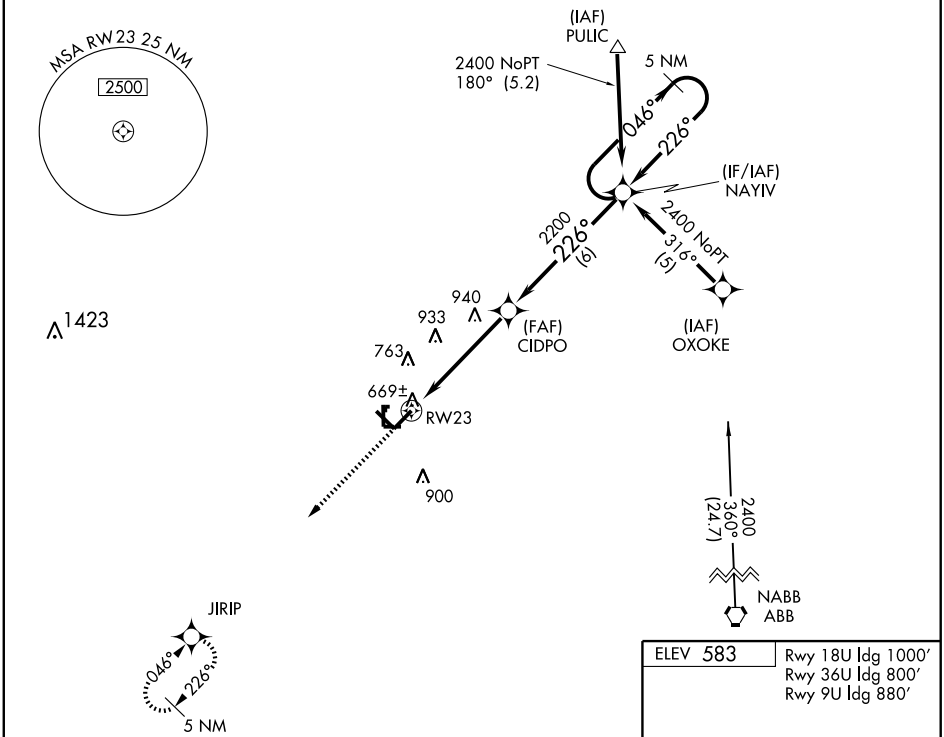
If local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting, and increase all DAs/MDAs 120 feet.
VDP NA when using Louisville Intl-Standiford Field altimeter setting.
Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA.

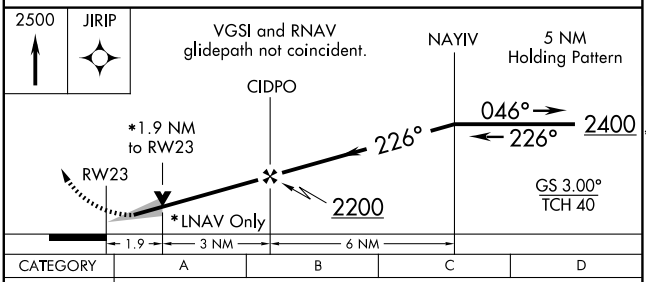
NA

ODALS

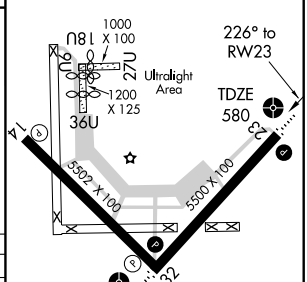
MISSED APPROACH: Climb to 2500 direct JIRIP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	886-1 306 (400-1)			
LNAV MDA	1200-¾ 620 (700-¾)		1200-1¾ 620 (700-1¾)	1200-2 620 (700-2)
CIRCLING	1200-1 617 (700-1)		1200-1¾ 617 (700-1¾)	1280-2¼ 697 (700-2¼)



MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5502
CH 99403	316°	TDZE	574
W32A		Apt Elev	583

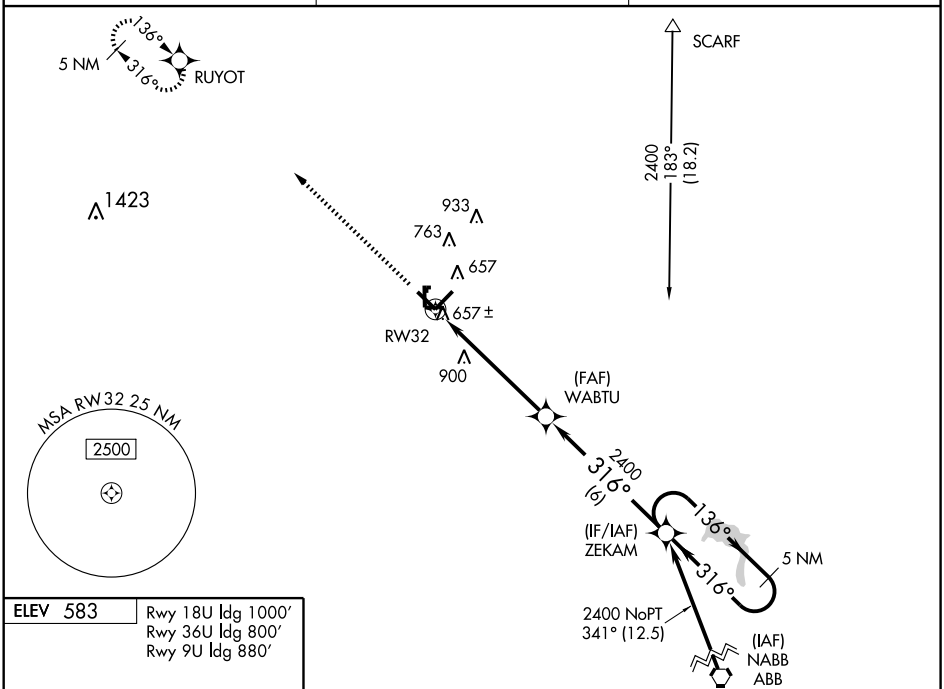
RNAV (GPS) RWY 32

SEYMOUR/ FREEMAN MUNI (SER)

If local altimeter setting not received, use Louisville Intl - Standiford Field altimeter setting and increase all DAs/MDAs 120 feet. VDP NA when using Louisville Intl - Standiford Field altimeter setting. Baro-VNAV NA when using Louisville Intl - Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

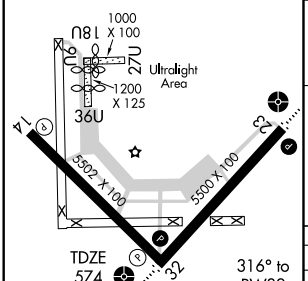
MISSED APPROACH: Climb to 2600 direct RUYOT and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L

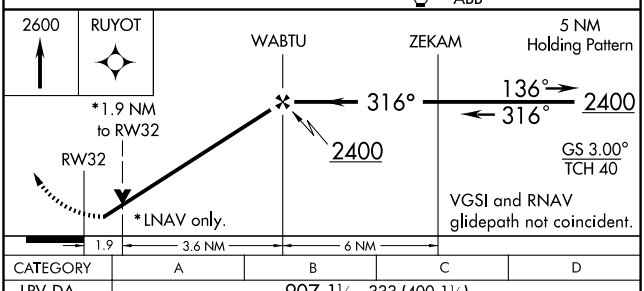


ELEV 583

Rwy 18U ldg 1000′
Rwy 36U ldg 800′
Rwy 9U ldg 880′



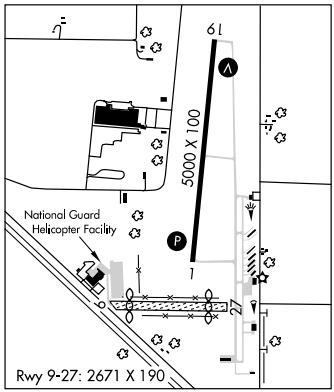
MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L



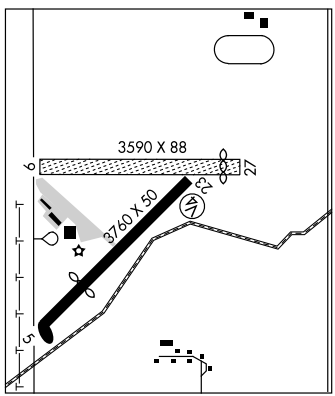
CATEGORY	A	B	C	D
LPV DA	907-1¼ 333 (400-1¼)			
LNAV/ VNAV DA	931-1¼ 357 (400-1¼)			
LNAV MDA	1200-1 626 (700-1)		1200-1¾ 626 (700-1¾)	1200-2 626 (700-2)
CIRCLING	1200-1 617 (700-1)		1200-1¾ 617 (700-1¾)	1280-2¼ 697 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SHELBYVILLE MUNI (GEZ) 4 NW UTC−5(−4DT) N39°34.99′ W85°48.29′ **ST. LOUIS**
803 B S4 **FUEL** 100LL, JET A NOTAM FILE GEZ **H–5E, 10F, L–27D**
RWY 01–19: H5000X100 (ASPH–GRVD) S–30, D–40 MIRL **IAP**
RWY 01: REIL. PAPI(P2L)—GA 3.0°TCH 25′. Trees.
RWY 19: REIL. VASI(V4L)—GA 3.0° TCH 38′. Crops.
RWY 09–27: 2671X190 (TURF) 0.4% up E
RWY 09: Thld dsplcd 446′. Road.
RWY 27: Thld dsplcd 289′. Building.
AIRPORT REMARKS: Attended Apr–Oct 1300–0000Z‡, Nov–Mar 1300Z‡–Sunset. Attended irregularly on Christmas, New Years; Easter and Thanksgiving. National Guard helipad and helicopter facility lctd W of arpt. Helicopter tfc all hrs. MIRL Rwy 01–19 preset on low ints; to increase ints and ACTIVATE PAPI Rwy 01 and VASI Rwy 19—CTAF. Rwy 27 begins at west side of Twy A; grass line marks rwy edges. Rwy 09–27 dspld thlds marked with yellow cones.
WEATHER DATA SOURCES: ASOS 121.55 (317)398–0246. **HIWAS** 112.0 SHB.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 112.0T (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS APP/DEP CON** 127.15
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
(L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 162° 3.1 NM to fld. 810/1E. **HIWAS.**
VOR portion unusable: Byd 25 NM blo 3000′ 180°–277° byd 14 NM blo 6000′



SHERIDAN (5I4) 3 N UTC−5(−4DT) N40°10.66′ W86°13.04′ **CHICAGO**
936 B S4 **FUEL** 100LL NOTAM FILE HUF **L–27D**
RWY 05–23: H3760X50 (ASPH) LIRL (NSTD) **IAP**
RWY 05: Thld dsplcd 650′. Crops.
RWY 23: TRCV (TRIL) Crops.
RWY 09–27: 3590X88 (TURF)
RWY 09: Building. **RWY 27:** Thld dsplcd 250′. Crops.
AIRPORT REMARKS: Attended 1300Z‡–dusk. After hours assistance 337–758–5471 or 317–501–4521. During winter months call arpt manager to verify rwy conditions—317–758–4161. Fuel 24 hour self svc avbl. ACTIVATE NSTD LIRL Rwy 05–23—1 long click (two seconds), 2 short (one second)—CTAF. Rwy 05–23 NSTD LIRL; Rwy 23 NSTD thld lgts; only two lights.
COMMUNICATIONS: CTAF/UNICOM 123.075
KOKOMO RCO 122.1R 109.8T (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS APP/DEP CON** 124.65
RADIO AIDS TO NAVIGATION: NOTAM FILE OKK.
KOKOMO (H) VORTAC 113.5 OKK Chan 82 N40°31.67′ W86°03.48′ 199° 22.2 NM to fld. 830/00E.



SKY KING (See TERRE HAUTE)

SKYLANE (See EVANSVILLE)

SMITH FLD (See FT WAYNE)

RNAV (GPS) RWY 1

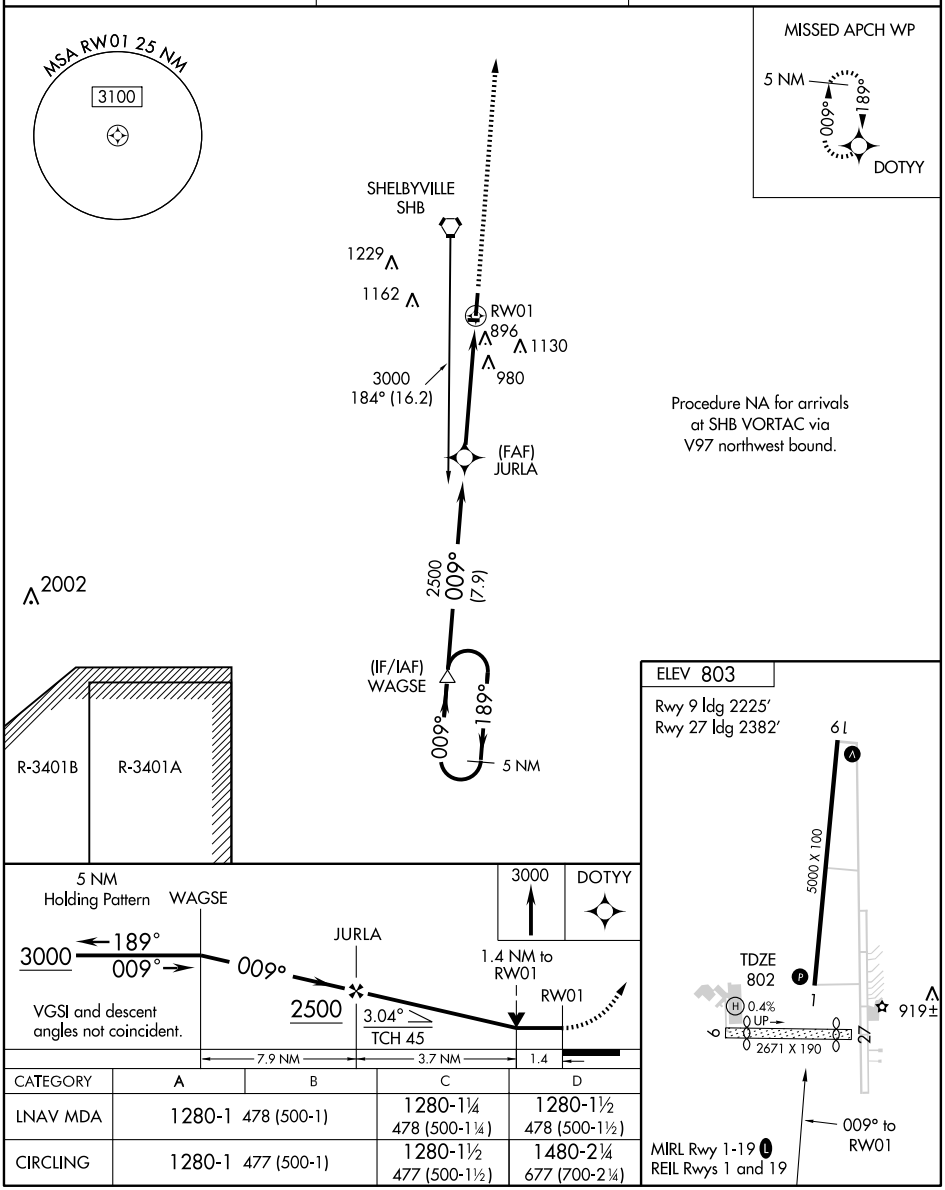
SHELBYVILLE MUNI (GEZ)

APP CRS	Rwy ldg	5000
009°	TDZE	802
	Apt Elev	803

If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct DOTYY and hold.

ASOS	INDIANAPOLIS APP CON	UNICOM
121.55	127.15 317.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1280-1 478 (500-1)		1280-1¼ 478 (500-1¼)	1280-1½ 478 (500-1½)
CIRCLING	1280-1 477 (500-1)		1280-1½ 477 (500-1½)	1480-2¼ 677 (700-2¼)

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EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 53603	189°	TDZE	803
W19A		Apt Elev	803

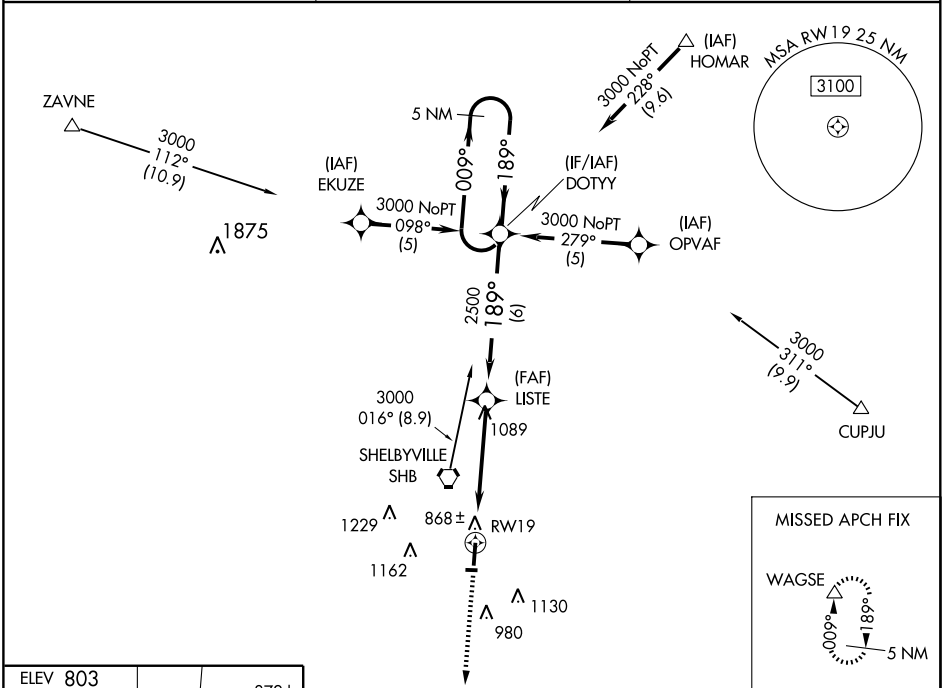
RNAV (GPS) RWY 19

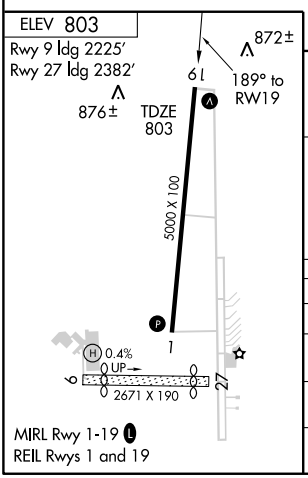
SHELBYVILLE MUNI (GEZ)

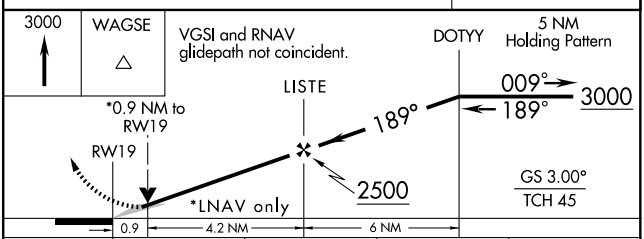
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct WAGSE and hold.

ASOS	INDIANAPOLIS APP CON	UNICOM
121.55	127.15 317.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1095-1 292 (300-1)			
LNAV/ VNAV DA	1142-1¼ 339 (400-1¼)			
LNAV MDA	1140-1 337 (400-1)			
CIRCLING	1200-1 397 (400-1)	1260-1 457 (500-1)	1260-1½ 457 (500-1½)	1480-2¼ 677 (700-2¼)

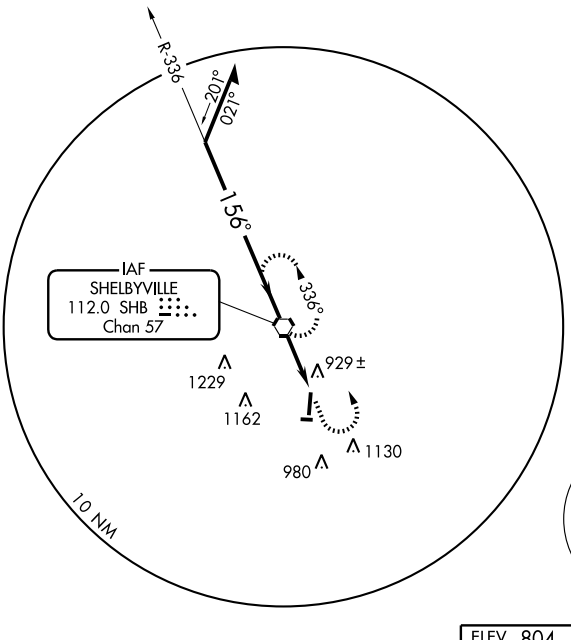
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

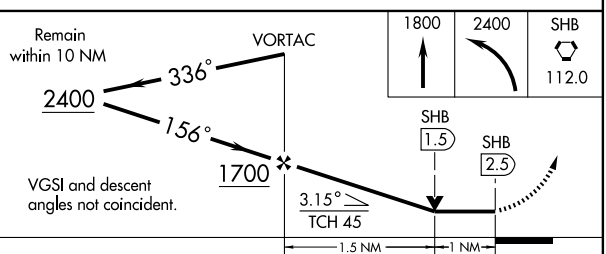
VORTAC SHB 112.0 Chan 57	APP CRS 156°	Rwy Idg 5000 TDZE 803 Apt Elev 804

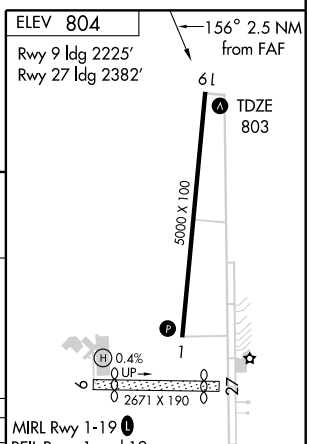
VOR RWY 19
SHELBYVILLE MUNI (GEZ)

MISSED APPROACH: Climb to 1800, then climbing left turn to 2400 direct SHB VORTAC and hold.

ASOS	INDIANAPOLIS APP CON	UNICOM
121.55	127.15 317.8	122.8 (CTAF) L





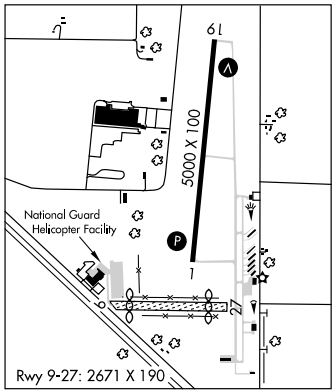


CATEGORY	A	B	C	D
S-19	1180-1 377 (400-1)			1180-1¼ 377 (400-1¼)
CIRCLING	1240-1 436 (500-1)	1260-1 456 (500-1)	1260-1½ 456 (500-1½)	1480-2¼ 676 (700-2¼)

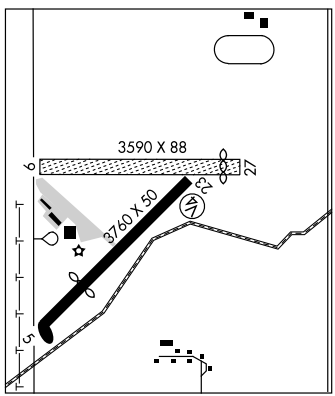
FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SHELBYVILLE MUNI (GEZ) 4 NW UTC−5(−4DT) N39°34.99′ W85°48.29′ **ST. LOUIS**
803 B S4 **FUEL** 100LL, JET A NOTAM FILE GEZ **H–5E, 10F, L–27D**
RWY 01–19: H5000X100 (ASPH–GRVD) S–30, D–40 MIRL **IAP**
RWY 01: REIL. PAPI(P2L)—GA 3.0°TCH 25′. Trees.
RWY 19: REIL. VASI(V4L)—GA 3.0° TCH 38′. Crops.
RWY 09–27: 2671X190 (TURF) 0.4% up E
RWY 09: Thld dsplcd 446′. Road.
RWY 27: Thld dsplcd 289′. Building.
AIRPORT REMARKS: Attended Apr–Oct 1300–0000Z‡, Nov–Mar 1300Z‡–Sunset. Attended irregularly on Christmas, New Years; Easter and Thanksgiving. National Guard helipad and helicopter facility lctd W of arpt. Helicopter tfc all hrs. MIRL Rwy 01–19 preset on low ints; to increase ints and ACTIVATE PAPI Rwy 01 and VASI Rwy 19—CTAF. Rwy 27 begins at west side of Twy A; grass line marks rwy edges. Rwy 09–27 dspld thlds marked with yellow cones.
WEATHER DATA SOURCES: ASOS 121.55 (317)398–0246. **HIWAS** 112.0 SHB.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 112.0T (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS APP/DEP CON** 127.15
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
(L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 162° 3.1 NM to fld. 810/1E. **HIWAS.**
VOR portion unusable: Byd 25 NM blo 3000′ 180°–277° byd 14 NM blo 6000′



SHERIDAN (5I4) 3 N UTC−5(−4DT) N40°10.66′ W86°13.04′ **CHICAGO**
936 B S4 **FUEL** 100LL NOTAM FILE HUF **L–27D**
RWY 05–23: H3760X50 (ASPH) LIRL (NSTD) **IAP**
RWY 05: Thld dsplcd 650′. Crops.
RWY 23: TRCV (TRIL) Crops.
RWY 09–27: 3590X88 (TURF)
RWY 09: Building. **RWY 27:** Thld dsplcd 250′. Crops.
AIRPORT REMARKS: Attended 1300Z‡–dusk. After hours assistance 337–758–5471 or 317–501–4521. During winter months call arpt manager to verify rwy conditions—317–758–4161. Fuel 24 hour self svc avbl. ACTIVATE NSTD LIRL Rwy 05–23—1 long click (two seconds), 2 short (one second)—CTAF. Rwy 05–23 NSTD LIRL; Rwy 23 NSTD thld lgts; only two lights.
COMMUNICATIONS: CTAF/UNICOM 123.075
KOKOMO RCO 122.1R 109.8T (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS APP/DEP CON** 124.65
RADIO AIDS TO NAVIGATION: NOTAM FILE OKK.
KOKOMO (H) VORTAC 113.5 OKK Chan 82 N40°31.67′ W86°03.48′ 199° 22.2 NM to fld. 830/00E.



SKY KING (See TERRE HAUTE)

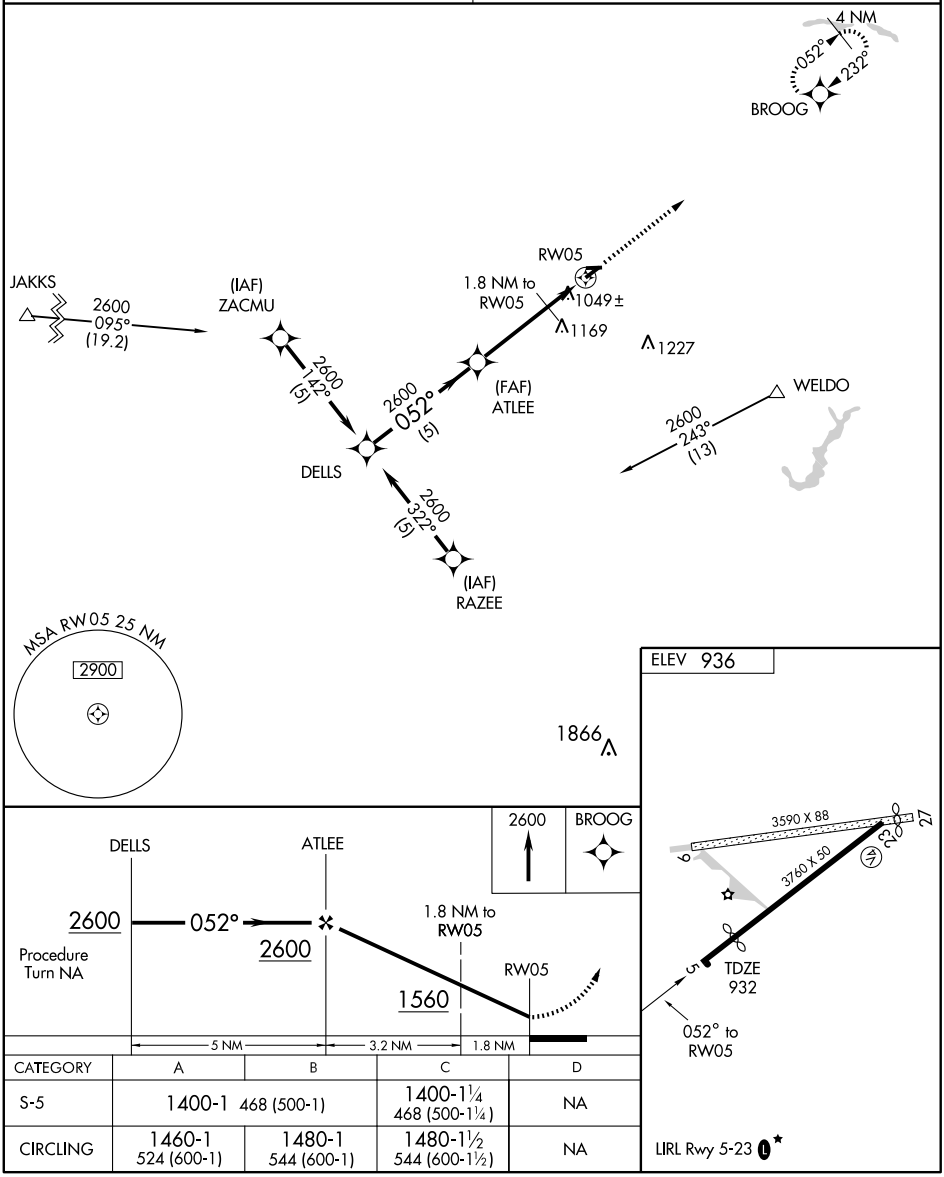
SKYLANE (See EVANSVILLE)

SMITH FLD (See FT WAYNE)

APP CRS	Rwy Idg	3190
052°	TDZE	932
	Apt Elev	936

GPS RWY 5
SHERIDAN (5I4)

⚠ NA Use Indianapolis Intl altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.	MISSED APPROACH: Climb to 2600 direct BROOG WP and hold.
INDIANAPOLIS APP CON **124.65 317.8**	UNICOM **123.075** (CTAF) Ⓛ



CATEGORY	A	B	C	D
S-5	1400-1 468 (500-1)		1400-1¼ 468 (500-1¼)	NA
CIRCLING	1460-1 524 (600-1)	1480-1 544 (600-1)	1480-1½ 544 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3760
232°	TDZE	932
	Apt Elev	936

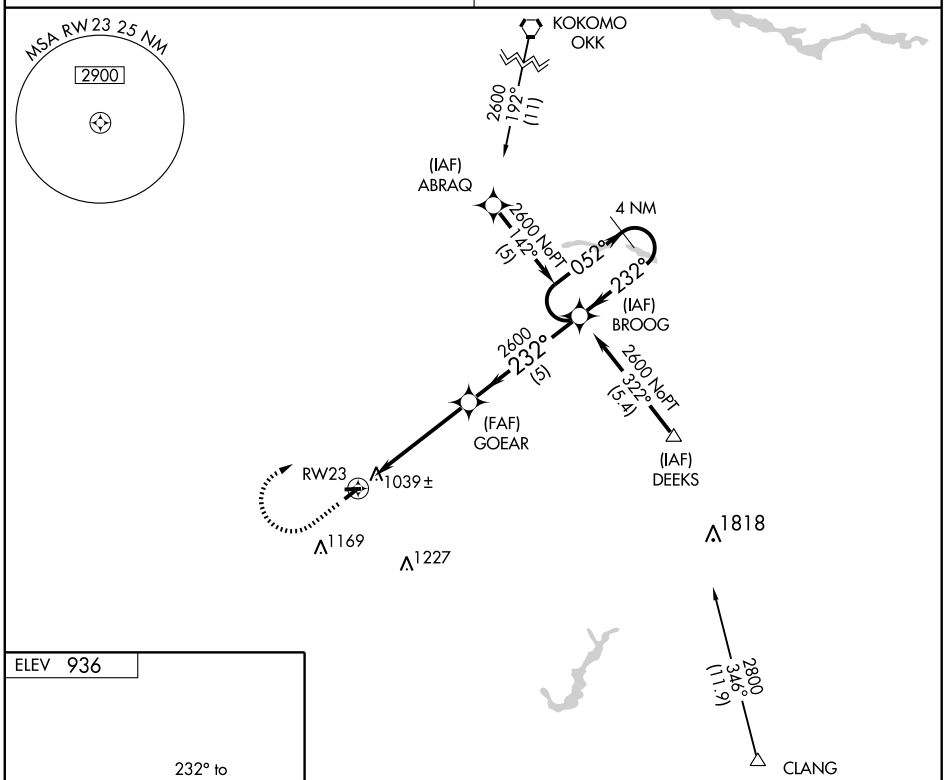
GPS RWY 23
SHERIDAN (5I4)

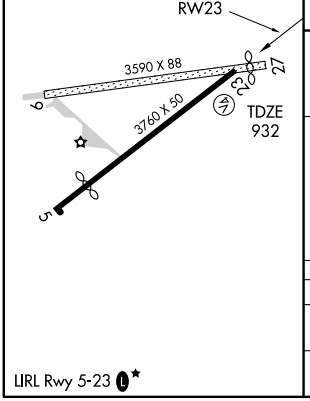
NA

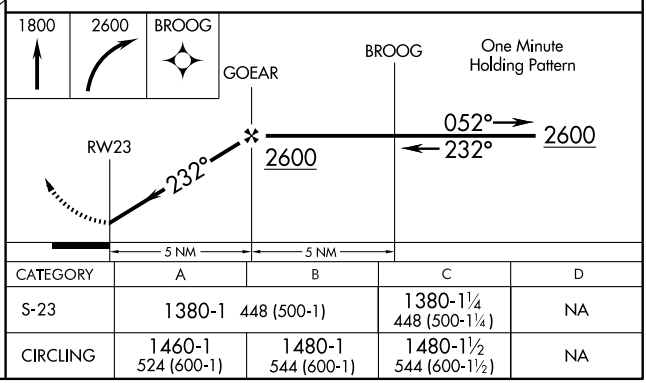
Use Indianapolis Intl altimeter setting.
Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct BROOG WP and hold.

INDIANAPOLIS APP CON	UNICOM
124.65 317.8	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-23	1380-1 448 (500-1)		1380-1¼ 448 (500-1¼)	NA
CIRCLING	1460-1 524 (600-1)	1480-1 544 (600-1)	1480-1½ 544 (600-1½)	NA

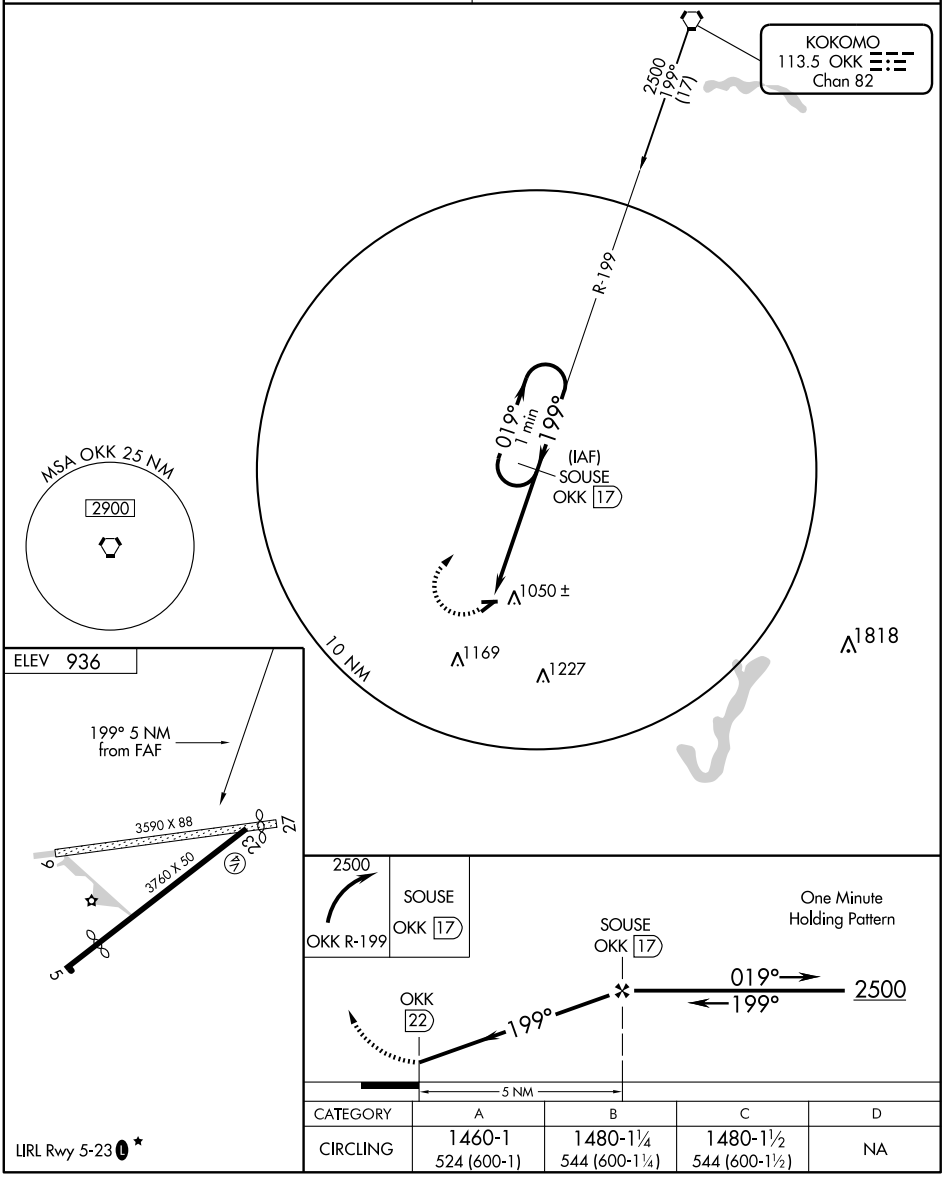
LIRL Rwy 5-23 L ★

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OKK 113.5 Chan 82	APP CRS 199°	Rwy Idg N/A TDZE N/A Apt Elev 936

VOR/DME-A
SHERIDAN (5I4)

⚠ NA Use Indianapolis Intl altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.	MISSED APPROACH: Climbing right turn to 2500 via OKK R-199 to SOUSE and hold.
INDIANAPOLIS APP CON **124.65 317.8**	UNICOM **123.075** (CTAF) Ⓛ



CATEGORY	A	B	C	D
CIRCLING	1460-1 524 (600-1)	1480-1¼ 544 (600-1¼)	1480-1½ 544 (600-1½)	NA

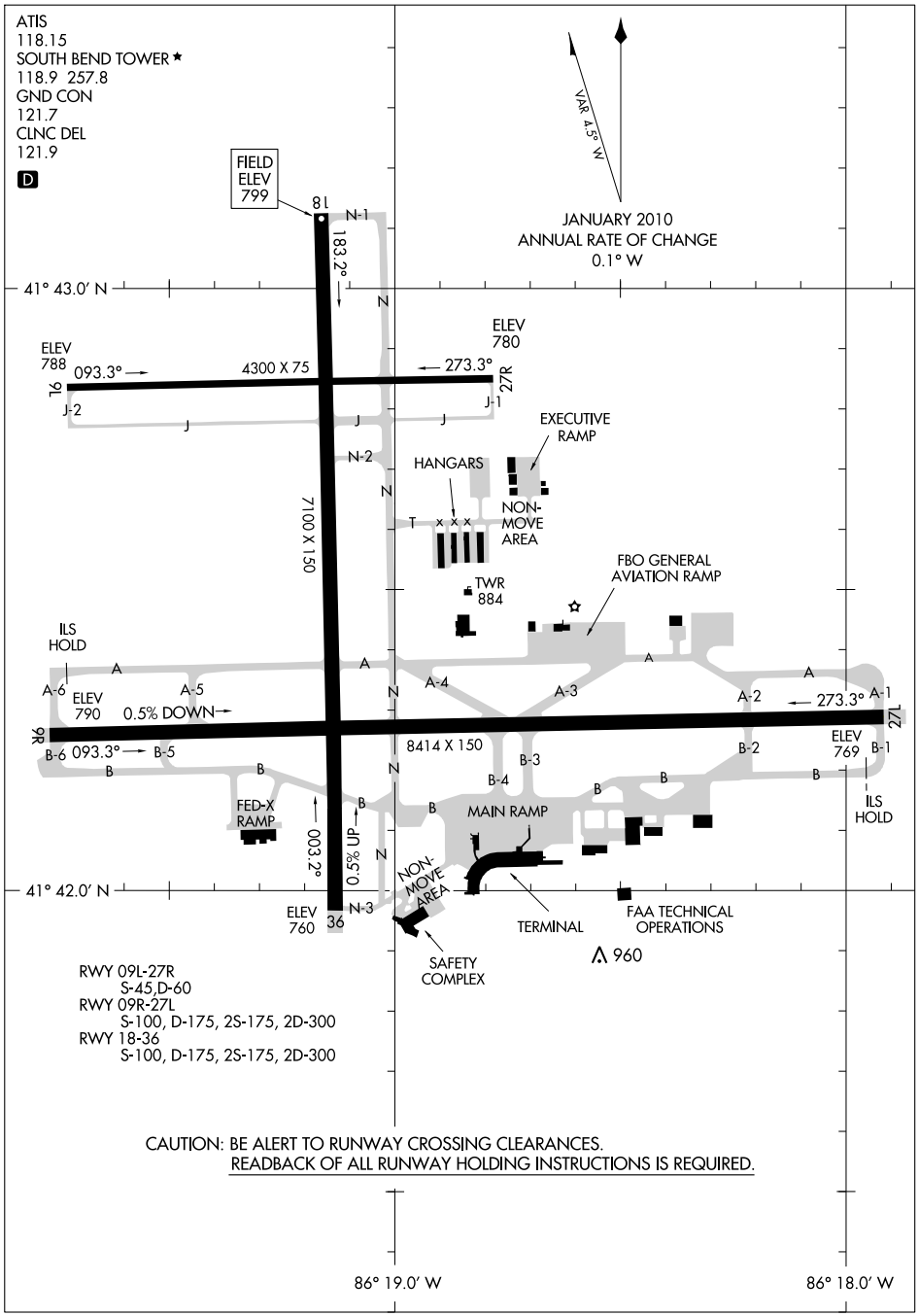
LIRL Rwy 5-23 Ⓛ ★

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-399 (FAA)

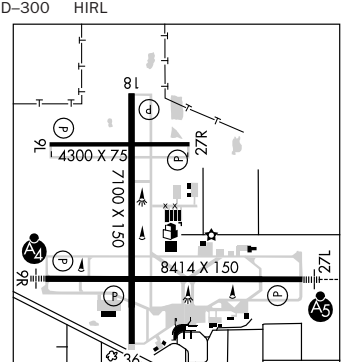
SOUTH BEND RGNL (SBN)
SOUTH BEND, INDIANA



EC-2, 21 OCT 2010 to 18 NOV 2010

SOUTH BEND RGNL (SBN) 3 NW UTC−5(−4DT) N41°42.49′ W86°19.04′ **CHICAGO**
799 B S4 **FUEL** 100LL, JET A TPA—1799(1000) Class I, ARFF Index B **H–5E, 10F, L–28I**
NOTAM FILE SBN **IAP, AD**

RWY 09R–27L: H8414X150 (ASPH–GRVD) S–100, D–175, 2S–175, 2D–300 HIRL
RWY 09R: MALSF. PAPI(P4L)—GA 3.0° TCH 53′. Tree. 0.5% down.
RWY 27L: MALSR. PAPI(P4L)—GA 3.0° TCH 51′. Tree.
RWY 18–36: H7100X150 (ASPH–GRVD) S–100, D–175, 2S–175, 2D–300 MIRL 0.5% up S
RWY 18: PAPI(P4L)—GA 3.0° TCH 49′. Tree.
RWY 36: PAPI(P4L)—GA 3.0° TCH 50′. Tree.
RWY 09L–27R: H4300X75 (ASPH) S–45, D–60 MIRL
RWY 09L: PAPI(P2L)—GA 3.0° TCH 40′. Tree.
RWY 27R: PAPI(P2L)—GA 3.0° TCH 38′. Tree.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 09L:	TORA–4300	TODA–4300	ASDA–4300	LDA–4300
RWY 09R:	TORA–8414	TODA–8414	ASDA–8414	LDA–8414
RWY 18:	TORA–7100	TODA–7100	ASDA–7100	LDA–7100
RWY 27L:	TORA–8414	TODA–8414	ASDA–8414	LDA–8414
RWY 27R:	TORA–4300	TODA–4300	ASDA–4300	LDA–4300
RWY 36:	TORA–7100	TODA–7100	ASDA–7100	LDA–7100

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. High tension wires in vicinity of 27R apch. Be alert during rgt base to Rwy 27R. 92′ high tension wires 2160′ from Rwy 27R rwy end, 394′ rgt of rwy centerline. Apch slope 21:1. Line–of–sight between intersecting rwys is restricted. Air carrier ramp clsd to General Aviation acft ops. Access to air carrier ramp area restricted to scheduled commercial acft and unscheduled commercial acft (diversions/charters) using large acft. Authorized ground equipment, ramp personnel and all General Aviation acft parking will be on FBO ramp. Rwy 09R–27L center 130′ grooved. Rwy 18–36 grooved south of Rwy 09R–27L. Rwy 09L–27R weight restricted 45,000 single and 60,000 dual. Rwy 09L–27R and Twys J/J1/J2 and T not avbl to air carrier acft with more than 9 passenger seats. Twy B between B1 and B2 Twy restricted to acft no larger than B757 or wingspan larger than 125′. When twr clsd HIRL Rwy 09R–27L preset med ints and Rwy 18–36 preset low ints, ACTIVATE MALSF Rwy 09R; MALSR Rwy 27L—CTAF.

WEATHER DATA SOURCES: ASOS (574) 233–2716.

COMMUNICATIONS: CTAF 118.9 **ATIS** 118.15 **UNICOM** 122.95
SOUTH BEND RCO 122.6 (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 118.55 (270–099°), 132.05 124.1 (100–269°) (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 118.55
SOUTH BEND TOWER 118.9 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡). **GND CON** 121.7 **CLNC DEL** 121.9

AIRSPACE: CLASS C svc (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡) ctc **APP CON** other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
GIPPER (H) VORTACW 115.4 GIJ Chan 101 N41°46.12′ W86°19.11′ 179° 3.6 NM to fld. 804/00E. HIWAS.
MISHA NDB (LOM) 341 SB N41°42.34′ W86°13.14′ 275° 4.4 NM to fld. Unmonitored. NOTAM FILE SBN.
ILS 109.3 I–SBN Rwy 27L. LOM MISHA NDB. LOC and LOM unmonitored when twr clsd.
ILS 109.3 I–UXW Rwy 09R. ILS unmonitored when twr clsd.

SOUTH BEND N41°42.25′ W86°18.83′ **CHICAGO**
RCO 122.6 (TERRE HAUTE RADIO) **L–28I**

STARKE CO (See KNOX)

LOC I-UXW	APP CRS	Rwy Idg	8414
109.3	092°	TDZE	790
		Apt Elev	799

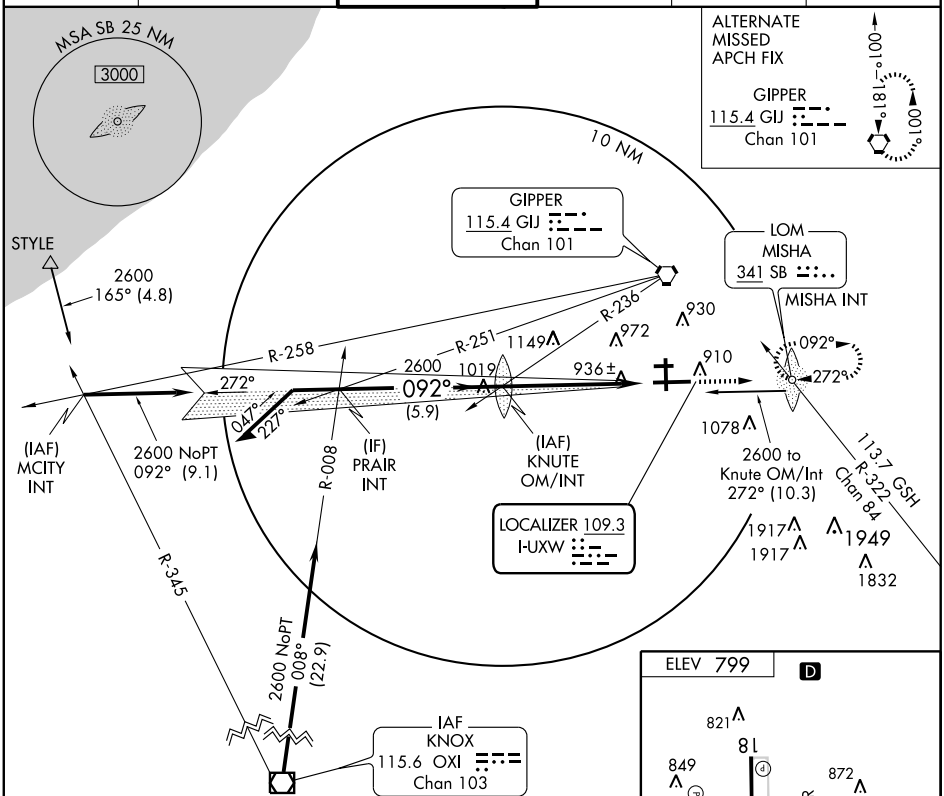
ILS or LOC RWY 9R
SOUTH BEND RGNL (SBN)

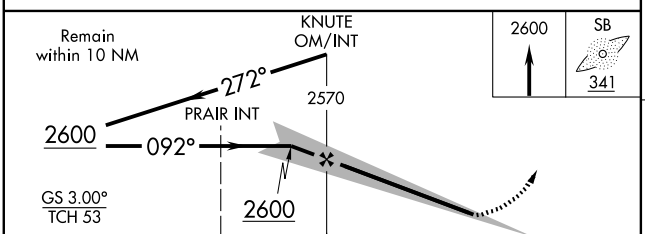
T A Inoperative table does not apply to S-LOC 9R Cat C. Autopilot coupled approach NA below 900. Visibility reduction by helicopters NA. ADF REQUIRED.

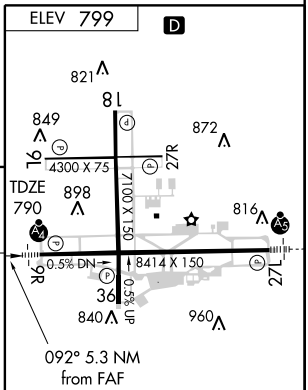
MALS

MISSED APPROACH: Climb to 2600 direct MISHA LOM/Int and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95







HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

CATEGORY	A	B	C	D
S-ILS 9R	1040-¾ 250 (300-¾)			
S-LOC 9R	1200-¾ 410 (500-¾)		1200-1¼ 410 (500-1¼)	
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-SBN	APP CRS	Rwy Idg	8414
109.3	272°	TDZE	774
		Apt Elev	799

ILS or LOC RWY 27L

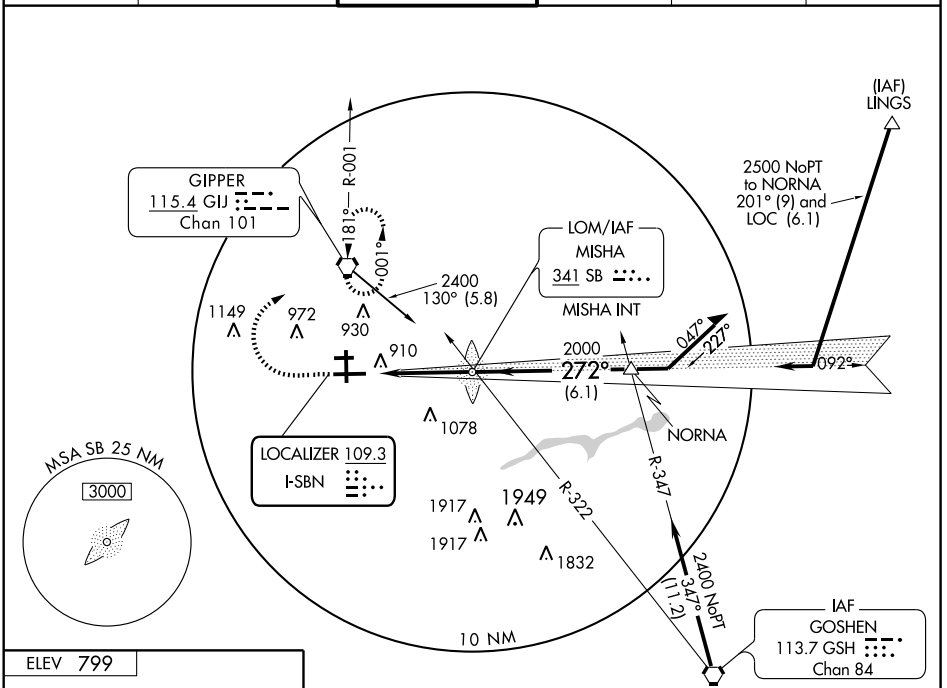
SOUTH BEND RGNL (SBN)

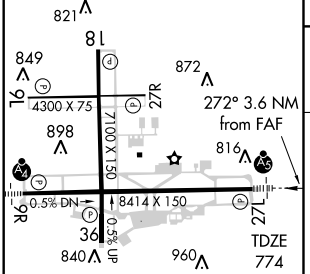
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct GIJ VORTAC and hold.

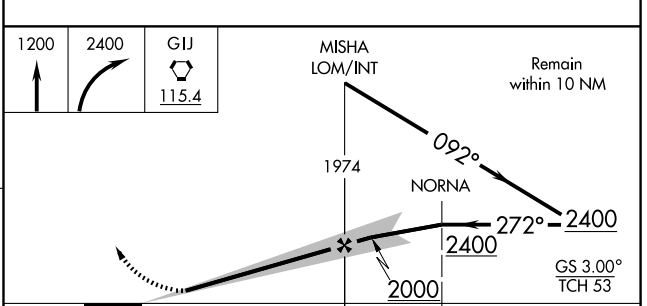
ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95





HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12



CATEGORY	A	B	C	D
S-ILS 27L	* 974/24 200 (200-½)			
S-LOC 27L	1200/24 426 (500-½)		1200/40 426 (500-¾)	1200/50 426 (500-1)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

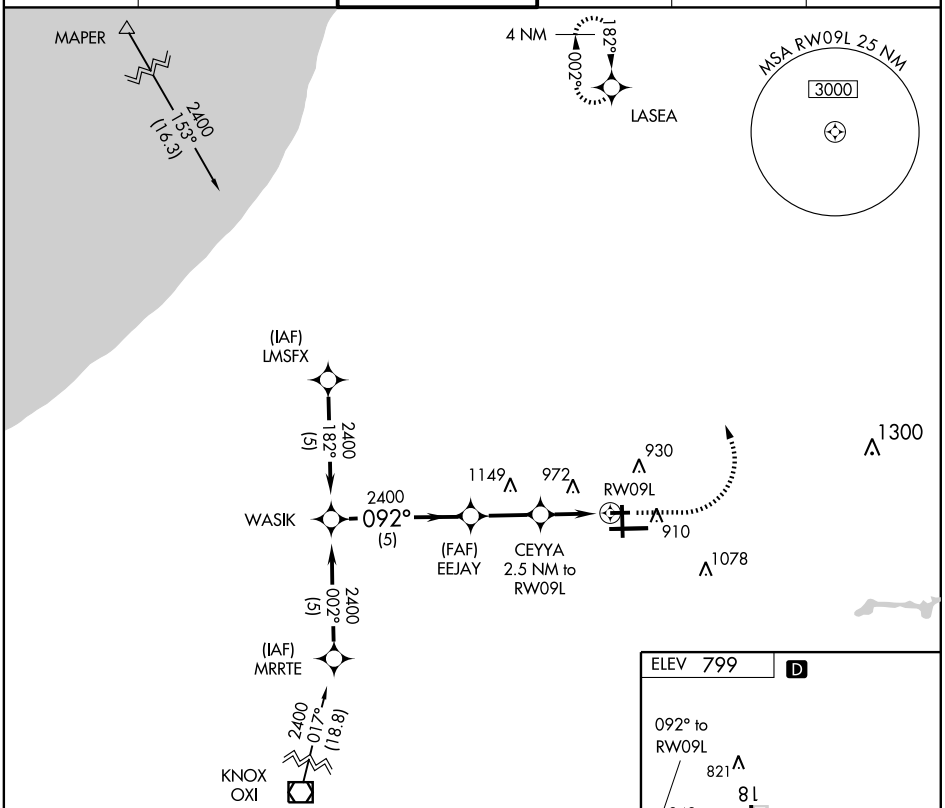
APP CRS	Rwy Idg	4300
092°	TDZE	788
	Apt Elev	799

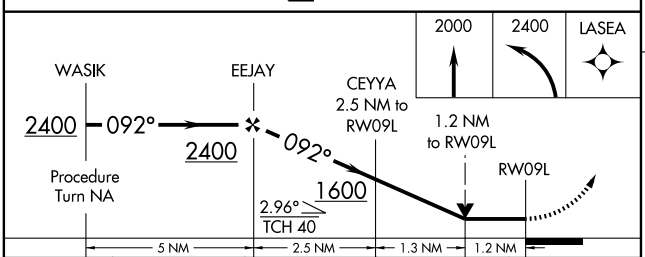
RNAV (GPS) RWY 9L
SOUTH BEND RGNL (SBN)

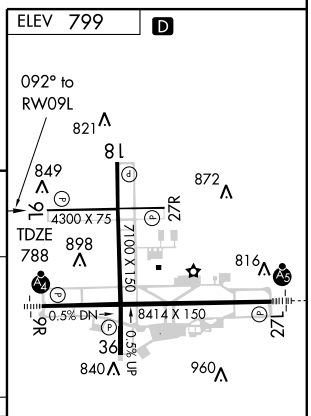
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-in mimimums NA at night.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct LASEA WP and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1220-1 432 (500-1)		1220-1¼ 432 (500-1¼)	1220-1½ 432 (500-1½)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8414
CH 60908	092°	TDZE	790
W09A		Apt Elev	799

RNAV (GPS) RWY 9R

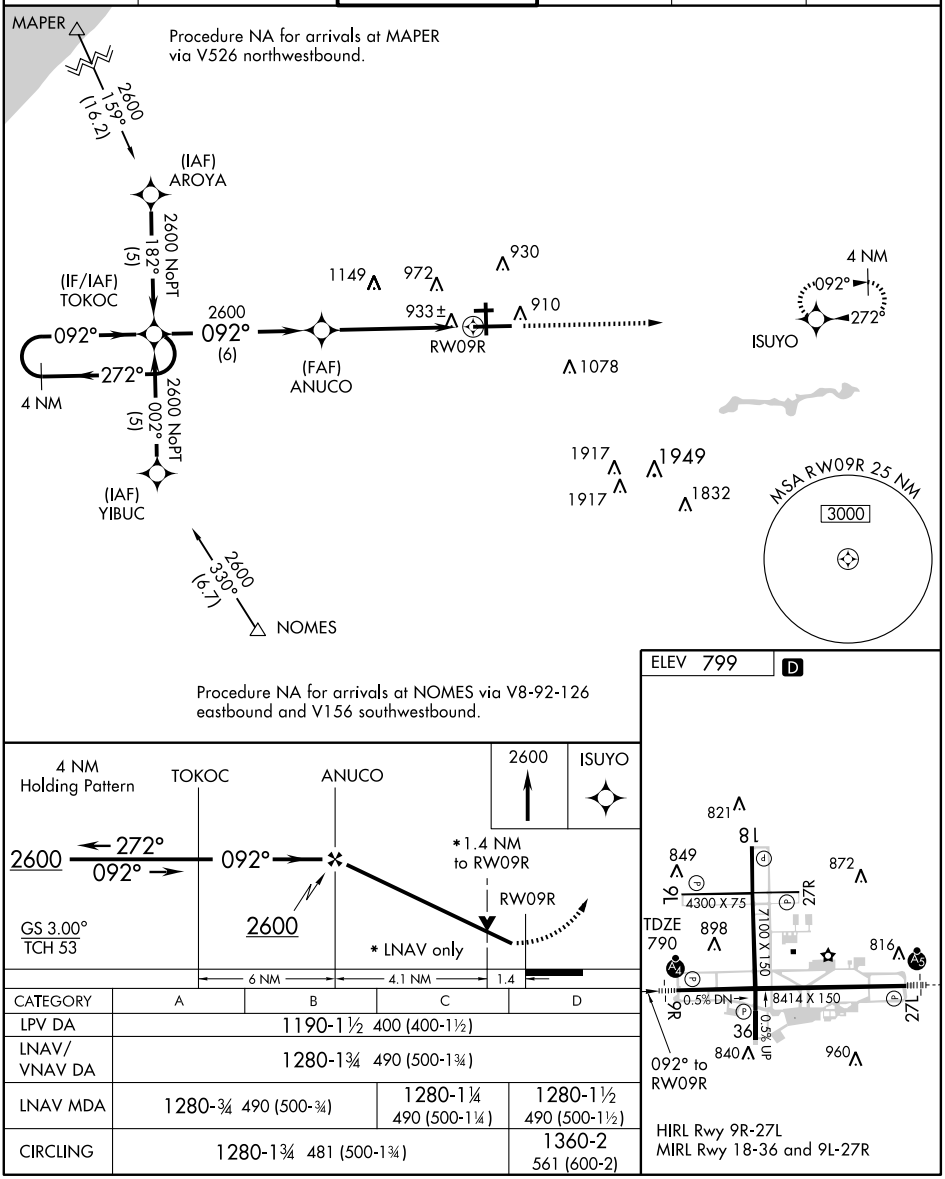
SOUTH BEND RGNL (SBN)

Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. When VGSI inoperative, circling Rwy 27R NA at night. Inoperative table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cat C.

MALSF

MISSED APPROACH: Climb to 2600 direct ISUYO WP and hold.

ATIS	SOUTH BEND APP CON ★	SOUTH BEND TOWER ★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95



CATEGORY	A	B	C	D
LPV DA	1190-1½ 400 (400-1½)			
LNAV/VNAV DA	1280-1¾ 490 (500-1¾)			
LNAV MDA	1280-¾ 490 (500-¾)		1280-1¼ 490 (500-1¼)	1280-1½ 490 (500-1½)
CIRCLING	1280-1¾ 481 (500-1¾)			1360-2 561 (600-2)

HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

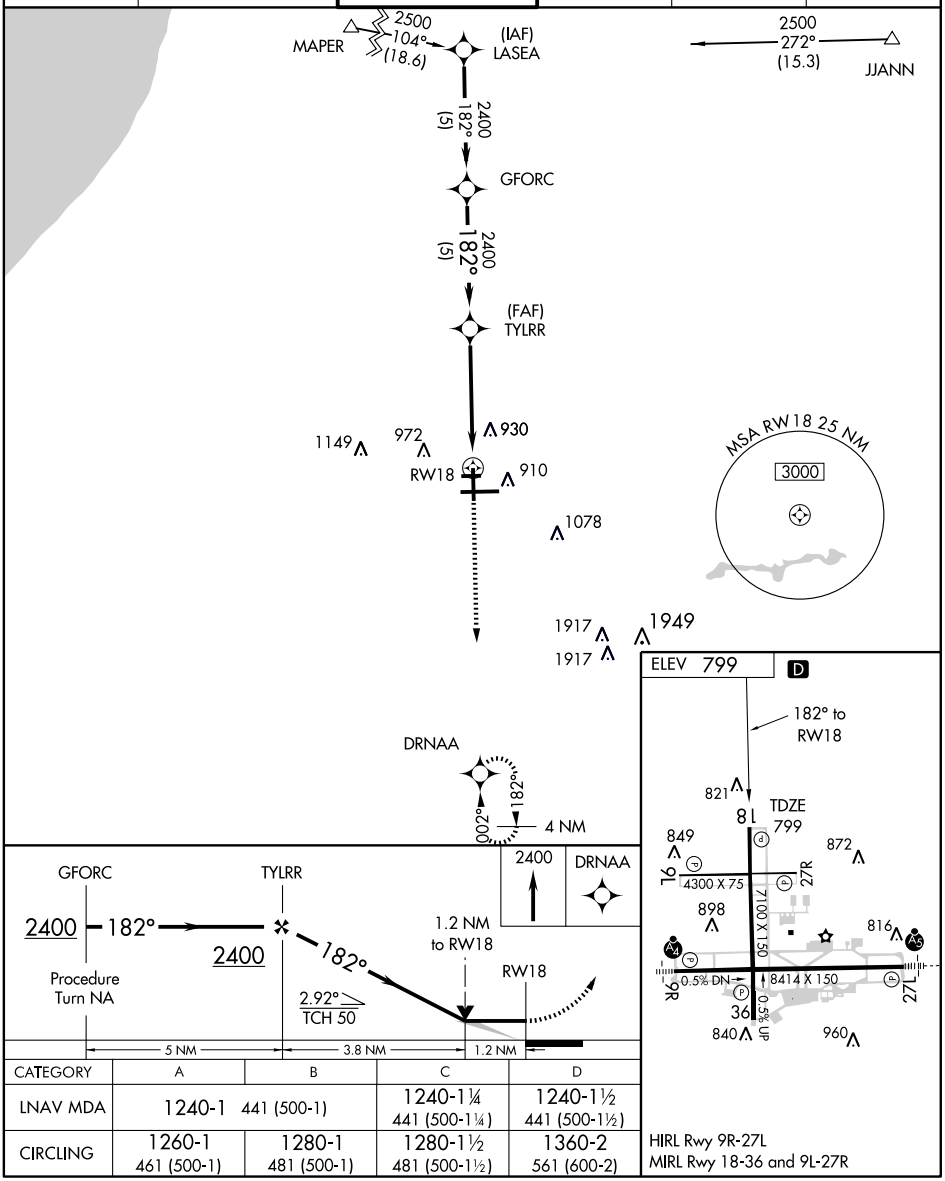
SOUTH BEND RGNL (SBN)

APP CRS	Rwy Idg	7100
182°	TDZE	799
	Apt Elev	799

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct DRNAA WP and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95



CATEGORY	A	B	C	D
LNAV MDA	1240-1 441 (500-1)		1240-1¼ 441 (500-1¼)	1240-1½ 441 (500-1½)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8414
CH 50108	272°	TDZE	774
W27A		Apt Elev	799

RNAV (GPS) RWY 27L

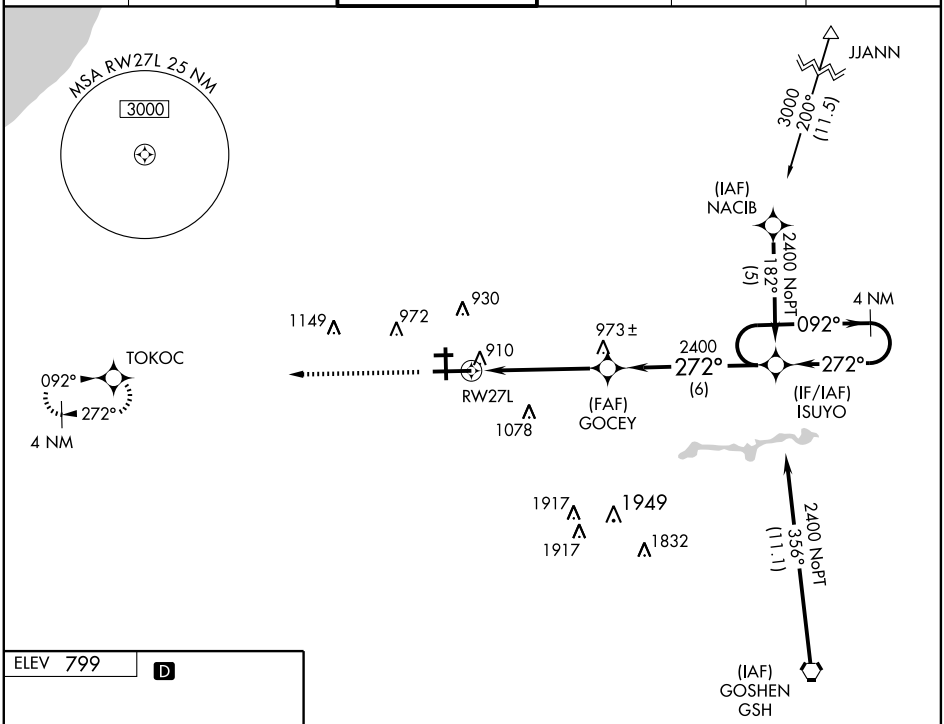
SOUTH BEND RGNL (SBN)

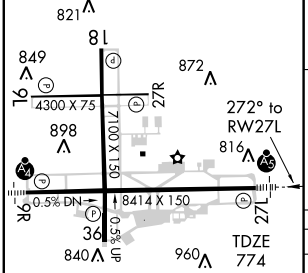
Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.
When VGSI inoperative, circling Rwy 27R NA at night.
For inoperative MALSR, increase LPV all cats visibility to RVR 4000.

MALSR

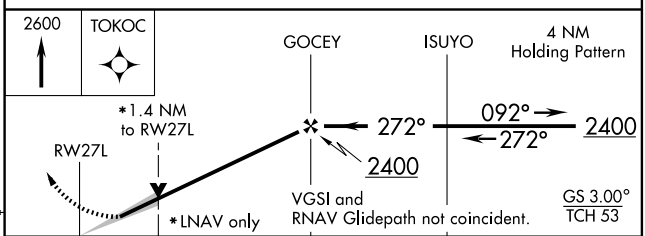
MISSED APPROACH: Climb to 2600 direct TOKOC WP and hold.

ATIS	SOUTH BEND APP CON ★	SOUTH BEND TOWER ★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) 257.8	121.7	121.9	122.95





HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R



CATEGORY	A	B	C	D
LPV DA	1030/24		256 (300-½)	
LNAV/ VNAV DA	1160/40		386 (400-¾)	
LNAV MDA	1260/24	486 (500-½)	1260/40 486 (500-¾)	1260/50 486 (500-1)
CIRCLING	1260-1¼ 461 (500-1¼)	1280-1¼ 481 (500-1¼)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 27R

SOUTH BEND RGNL (SBN)

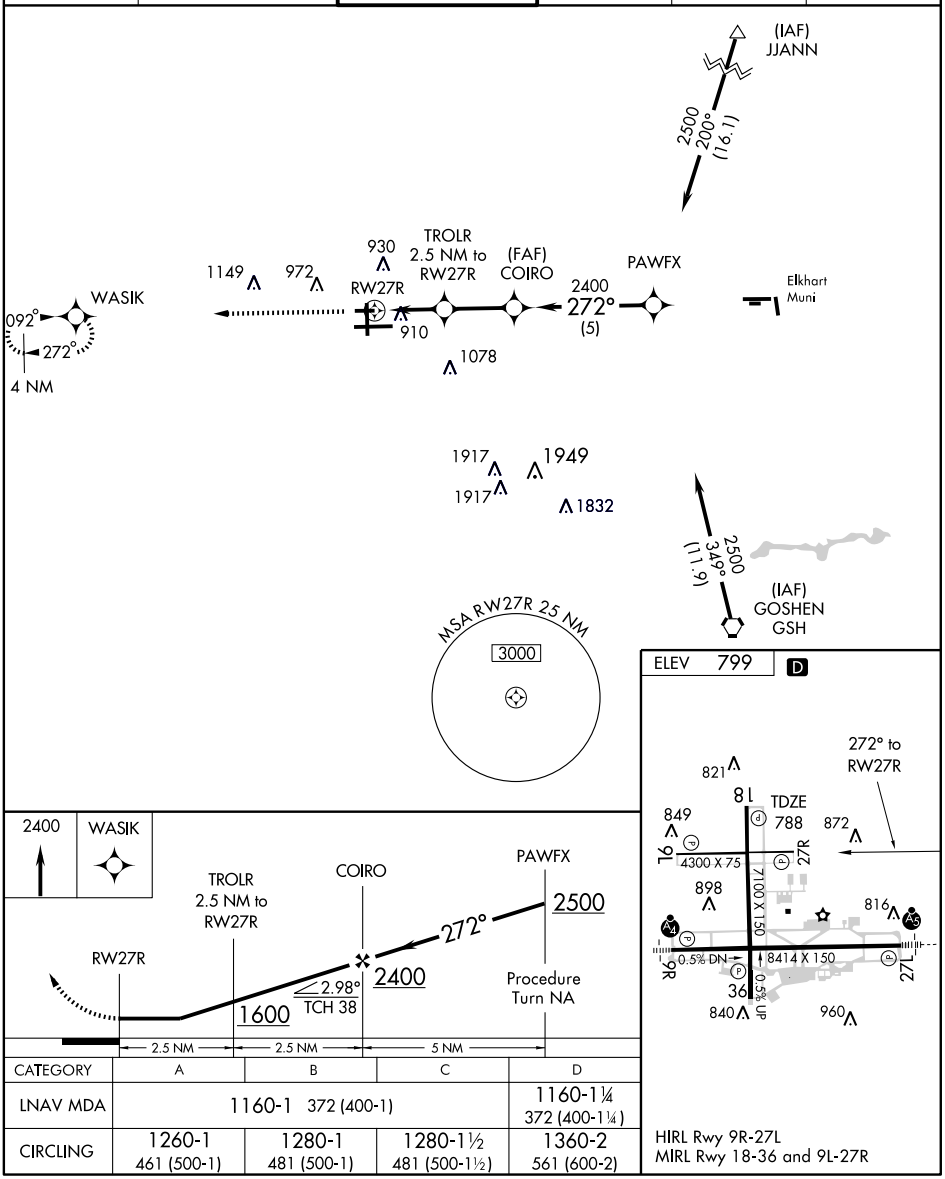
APP CRS	Rwy Idg	4300
272°	TDZE	788
	Apt Elev	799

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-in mimimums NA at night.

NA

MISSED APPROACH: Climb to 2400 direct WASIK WP and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) Ⓛ 257.8	121.7	121.9	122.95



CATEGORY	A	B	C	D
LNAV MDA	1160-1 372 (400-1)			1160-1¼ 372 (400-1¼)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

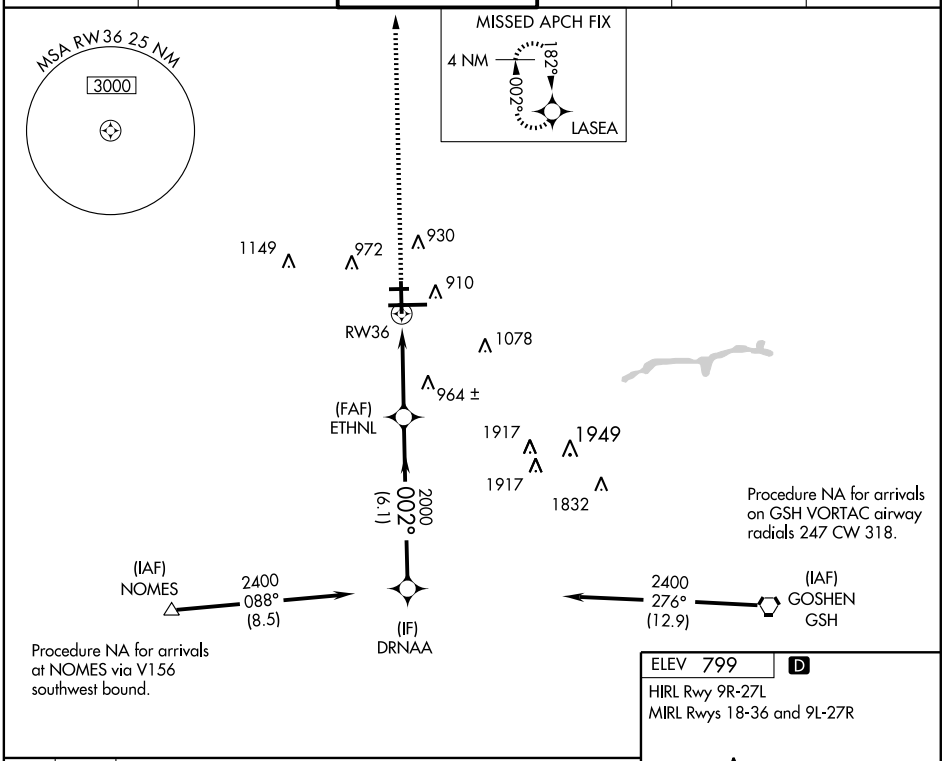
WAAS	APP CRS	Rwy Idg	7100
CH 69514	002°	TDZE	778
W36A		Apt Elev	799

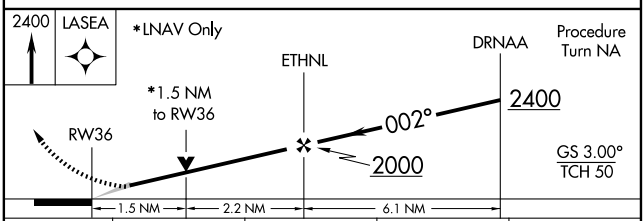
RNAV (GPS) RWY 36
SOUTH BEND RGNL (SBN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

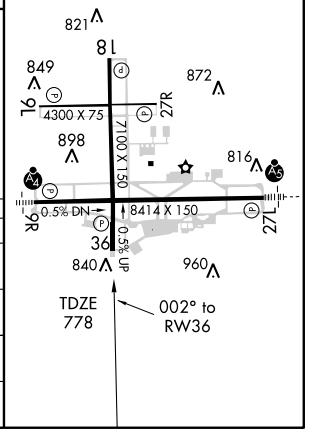
MISSED APPROACH: Climb to 2400 direct LASEA and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	1028-1 250 (300-1)			
LNAV/VNAV DA	1230-1¾ 452 (500-1¾)			
LNAV MDA	1280-1 502 (500-1)		1280-1½ 502 (500-1½)	
CIRCLING	1280-1 481 (500-1)		1280-1½ 481 (500-1½)	1360-2 561 (600-2)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

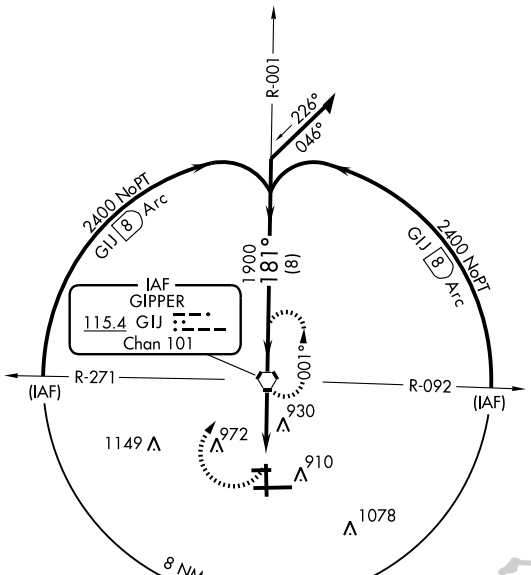
VORTAC GIJ 115.4 Chan 101	APP CRS 181°	Rwy Idg 7100 TDZE 799 Apt Elev 799

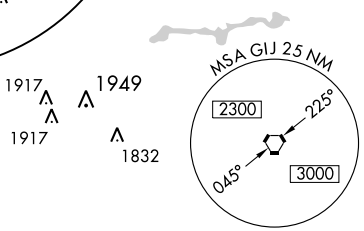
VOR RWY 18

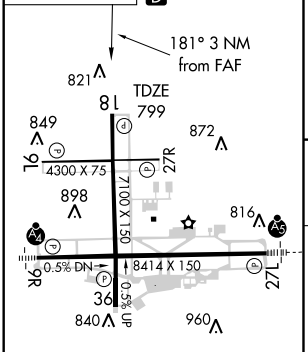
SOUTH BEND RGNL (SBN)

MISSED APPROACH: Climbing right turn to 2300 direct GIJ VORTAC and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) (L) 257.8	121.7	121.9	122.95

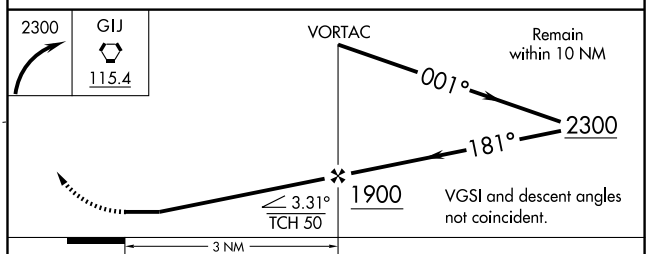






HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

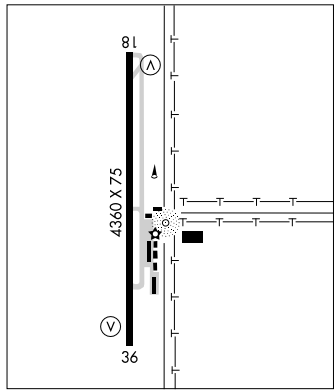
FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00



CATEGORY	A	B	C	D
S-18	1240-1 441 (500-1)		1240-1¼ 441 (500-1¼)	1240-1½ 441 (500-1½)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

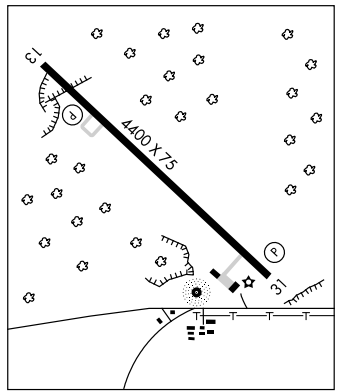
SULLIVAN CO (SIV) 3 NW UTC−5(−4DT) N39°06.88′ W87°26.90′ — ST. LOUIS L–27D
540 B S4 **FUEL** 100LL, JET A TPA—1340(800) NOTAM FILE HUF — IAP
RWY 18–36: H4360X75 (ASPH–RFSC) S–27, D–35 MIRL
RWY 18: REIL. VASI(V2L)—GA 3.0° TCH 21′. Crops.
RWY 36: REIL. VASI(V2L)—GA 3.0° TCH 21′. Crops.
AIRPORT REMARKS: Attended 1300–2200Z‡. Unattended Thanksgiving; Christmas and New Years Day. Partial twy lgts, only on N end. Moored balloon, 2 miles east of arpt at 1600′ and blo. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 18 and Rwy 36—CTAF. Rotating bcn and VASI Rwy 18 and Rwy 36 on continuously.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HULMAN APP/DEP CON** 119.25 (1100–0300Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 132.2 (0300–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE RSV.
ROBINSON (T) VORW/DME 108.4 RSV Chan 21 N39°01.06′ W87°38.93′ 056° 11 NM to fld. 452/2E.
VOR unmonitored 0000–1300Z‡.
NDB (MHW) 326 SIV N39°06.81′ W87°26.81′ at fld. NOTAM FILE HUF.



TELL CITY N38°00.85′ W86°41.41′ NOTAM FILE HUF. — ST. LOUIS L–27D
NDB (MHW) 206 TEL at Perry Co Muni. NDB unmonitored 0600–1200Z‡.

TELL CITY

PERRY CO MUNI (TEL) 6 NE UTC−6(−5DT) N38°01.13′ W86°41.55′ — ST. LOUIS L–27D
660 B **FUEL** 100LL, JET A NOTAM FILE HUF — IAP
RWY 13–31: H4400X75 (ASPH) S–12 MIRL 1.2% up SE
RWY 13: REIL. PAPI(P4R)—GA 3.0° TCH 29.′ Trees.
RWY 31: REIL. PAPI(P4R)—GA 3.25° TCH 28′. Trees.
AIRPORT REMARKS: Unattended. Fuel self serve. ACTIVATE MIRL Rwy 13–31 and REIL Rwys 13 and 31—CTAF. Rwy 13–31 PAPI on continuously.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **EVANSVILLE APP/DEP CON** 126.4 (1200–0500Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 128.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE HNB.
HUNTINGBURG (T) VORW/DME 109.2 HNB Chan 29 N38°15.03′ W86°57.37′ 138° 18.7 NM to fld. 517/00E.
TELL CITY NDB (MHW) 206 TEL N38°00.85′ W86°41.41′ at fld. NOTAM FILE HUF. NDB unmonitored 0600–1200Z‡.



TERRE HAUTE N39°29.34′ W87°14.94′ NOTAM FILE HUF — ST LOUIS H–5E, L–27D
(H) VORTACW 115.3 TTH Chan 100 228° 3.5 NM to Terre Haute Intl–Hulman Fld. 606/2E.
HIWAS.
DME unusable byd 27 NM blo 3500′.

NDB SIV 326	APP CRS 003°	Rwy Idg 4360 TDZE 540 Apt Elev 540

NDB RWY 36
SULLIVAN COUNTY (SIV)

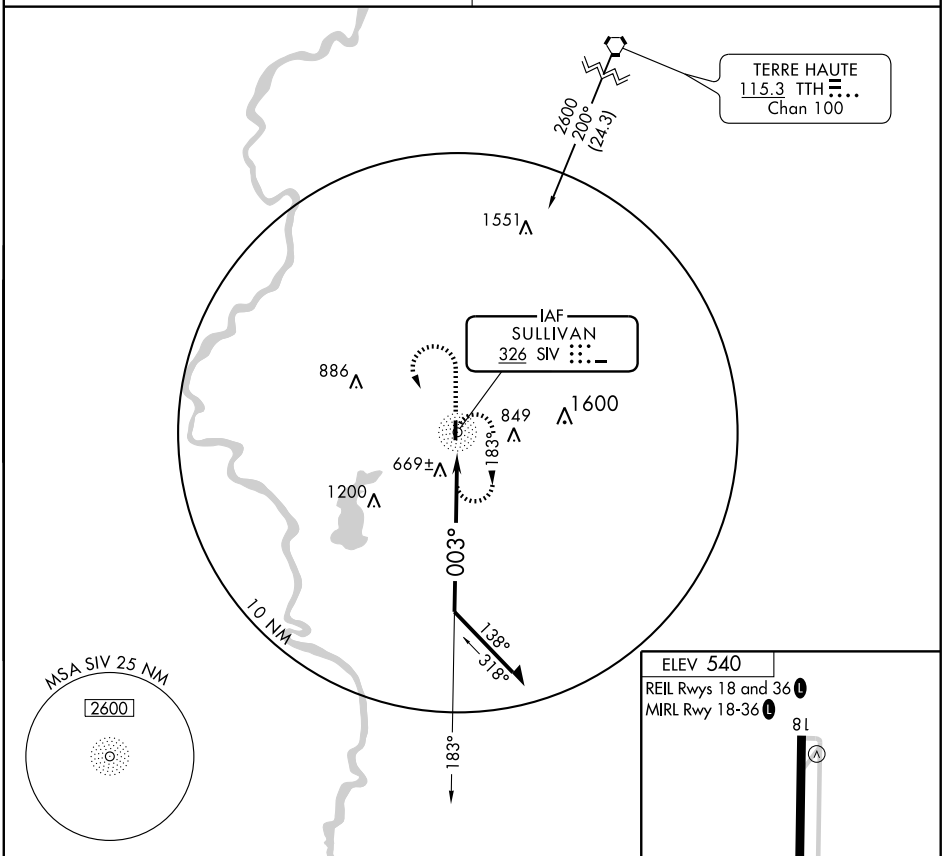
NA

Use Terre Haute altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct SIV NDB and hold.

HULMAN APP CON ★
119.25 339.8

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
S-36	1080-1	540 (600-1)	NA	
CIRCLING	1080-1	540 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

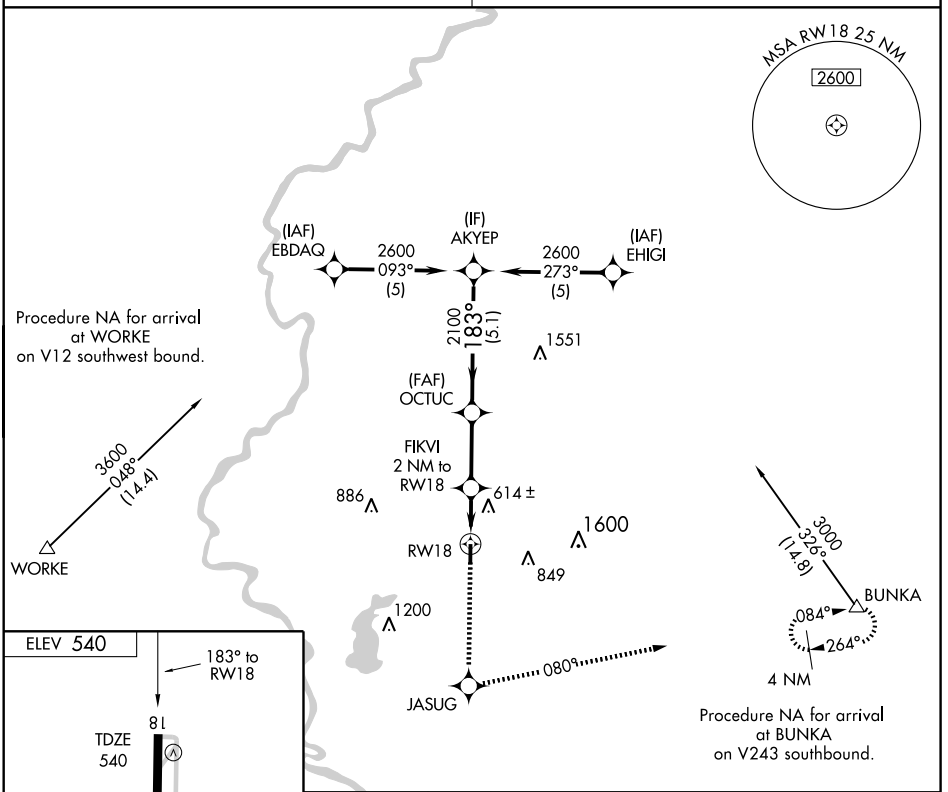
SULLIVAN COUNTY (SIV)

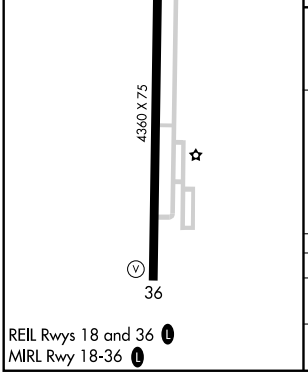
APP CRS	Rwy Idg	4360
183°	TDZE	540
	Apt Elev	540

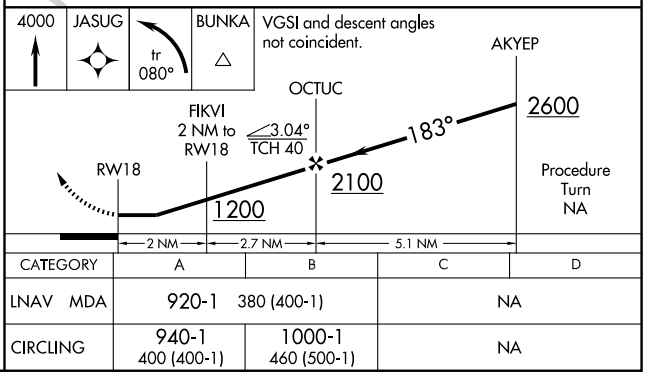
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Robinson altimeter setting, when not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDA 20 feet. When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 4000 direct JASUG and left turn on track 080° to BUNKA and hold.

HULMAN APP CON ★	UNICOM
119.25 339.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	920-1 380 (400-1)		NA	
CIRCLING	940-1 400 (400-1)	1000-1 460 (500-1)	NA	

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS		
003°	Rwy Idg	4360
	TDZE	540
	Apt Elev	540

RNAV (GPS) RWY 36

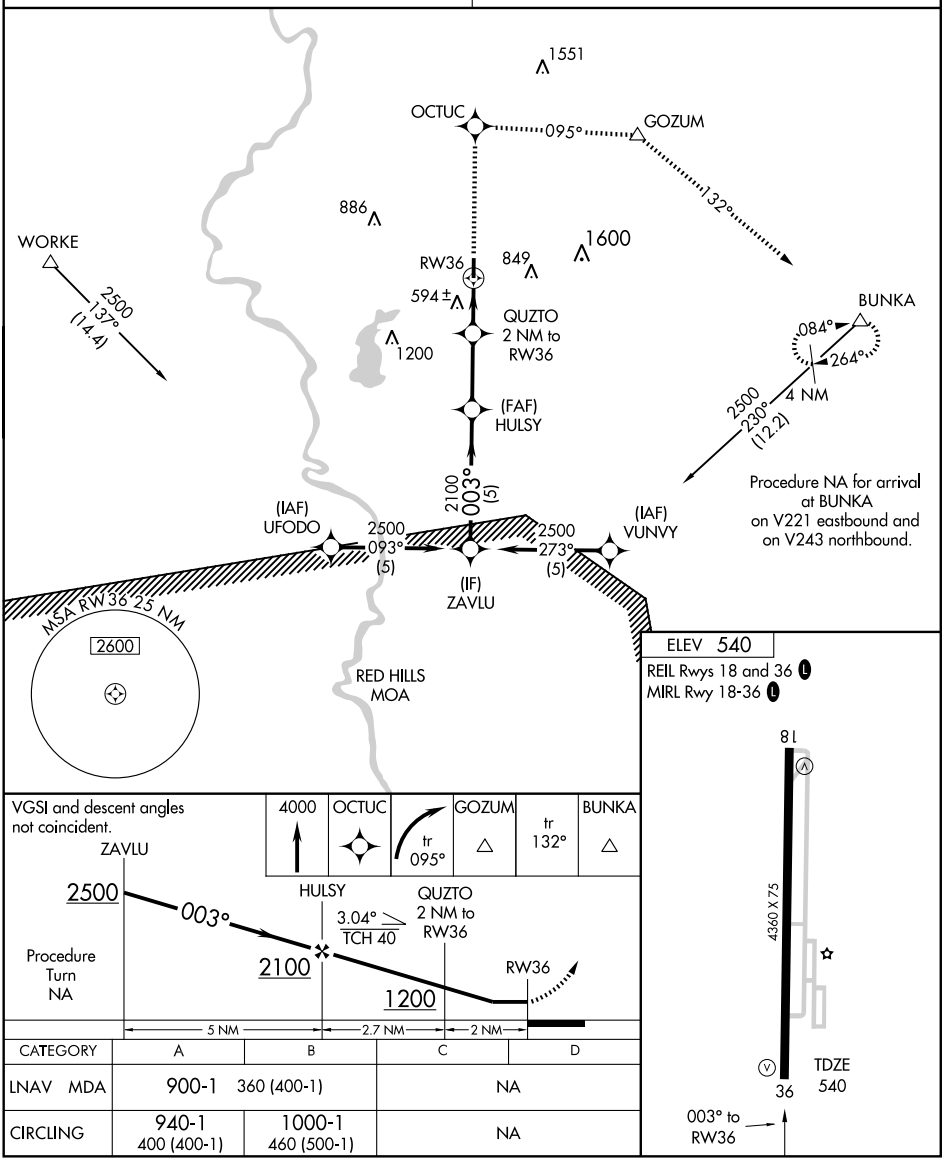
SULLIVAN COUNTY (SIV)

T
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Robinson altimeter setting, when not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDA 20 feet. When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 4000 direct OCTUC and right turn on track 095° to GOZUM and on track 132° to BUNKA and hold.

HULMAN APP CON ★	UNICOM
119.25 339.8	122.8 (CTAF) L



VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	900-1	360 (400-1)	NA	
CIRCLING	940-1 400 (400-1)	1000-1 460 (500-1)	NA	

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME RSV	APP CRS	Rwy Idg	N/A
108.4	056°	TDZE	N/A
Chan 21		Apt Elev	540

VOR/DME-A
SULLIVAN COUNTY (SIV)

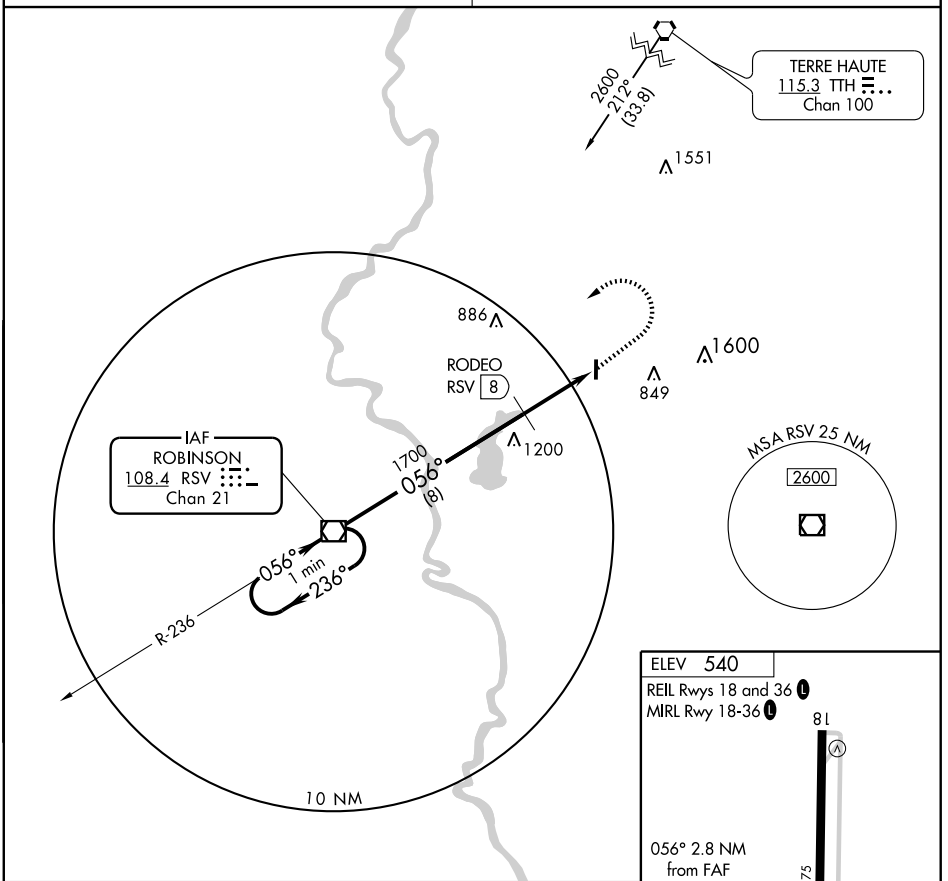
NA

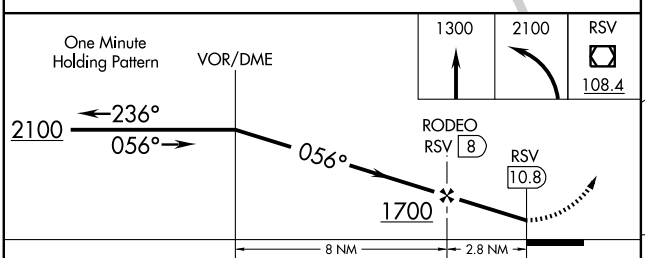
Use Terre Haute altimeter setting.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2100 direct RSV VOR/DME and hold.

HULMAN APP CON * 119.25 339.8

UNICOM 122.8 (CTAF) L



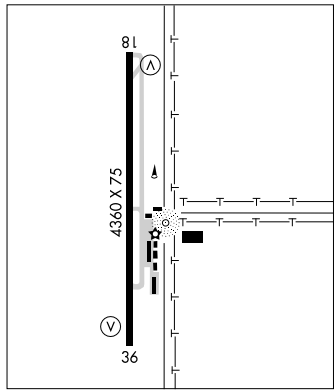


CATEGORY	A	B	C	D
CIRCLING	1060-1	520 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

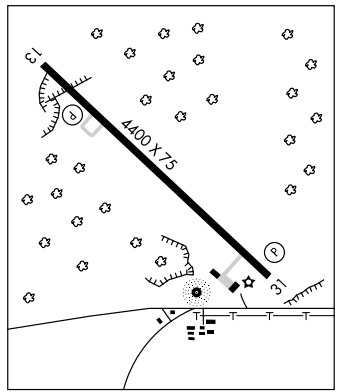
SULLIVAN CO (SIV) 3 NW UTC−5(−4DT) N39°06.88′ W87°26.90′ — ST. LOUIS L–27D
540 B S4 **FUEL** 100LL, JET A TPA—1340(800) NOTAM FILE HUF — IAP
RWY 18–36: H4360X75 (ASPH–RFSC) S–27, D–35 MIRL
RWY 18: REIL. VASI(V2L)—GA 3.0° TCH 21′. Crops.
RWY 36: REIL. VASI(V2L)—GA 3.0° TCH 21′. Crops.
AIRPORT REMARKS: Attended 1300–2200Z‡. Unattended Thanksgiving; Christmas and New Years Day. Partial twy lgts, only on N end. Moored balloon, 2 miles east of arpt at 1600′ and blo. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 18 and Rwy 36—CTAF. Rotating bcn and VASI Rwy 18 and Rwy 36 on continuously.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HULMAN APP/DEP CON** 119.25 (1100–0300Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 132.2 (0300–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE RSV.
ROBINSON (T) VORW/DME 108.4 RSV Chan 21 N39°01.06′ W87°38.93′ 056° 11 NM to fld. 452/2E.
VOR unmonitored 0000–1300Z‡.
NDB (MHW) 326 SIV N39°06.81′ W87°26.81′ at fld. NOTAM FILE HUF.



TELL CITY N38°00.85′ W86°41.41′ NOTAM FILE HUF. — ST. LOUIS L–27D
NDB (MHW) 206 TEL at Perry Co Muni. NDB unmonitored 0600–1200Z‡.

TELL CITY

PERRY CO MUNI (TEL) 6 NE UTC−6(−5DT) N38°01.13′ W86°41.55′ — ST. LOUIS L–27D
660 B **FUEL** 100LL, JET A NOTAM FILE HUF — IAP
RWY 13–31: H4400X75 (ASPH) S–12 MIRL 1.2% up SE
RWY 13: REIL. PAPI(P4R)—GA 3.0° TCH 29.′ Trees.
RWY 31: REIL. PAPI(P4R)—GA 3.25° TCH 28′. Trees.
AIRPORT REMARKS: Unattended. Fuel self serve. ACTIVATE MIRL Rwy 13–31 and REIL Rwys 13 and 31—CTAF. Rwy 13–31 PAPI on continuously.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **EVANSVILLE APP/DEP CON** 126.4 (1200–0500Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 128.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE HNB.
HUNTINGBURG (T) VORW/DME 109.2 HNB Chan 29 N38°15.03′ W86°57.37′ 138° 18.7 NM to fld. 517/00E.
TELL CITY NDB (MHW) 206 TEL N38°00.85′ W86°41.41′ at fld. NOTAM FILE HUF. NDB unmonitored 0600–1200Z‡.



TERRE HAUTE N39°29.34′ W87°14.94′ NOTAM FILE HUF — ST LOUIS H–5E, L–27D
(H) VORTACW 115.3 TTH Chan 100 228° 3.5 NM to Terre Haute Intl–Hulman Fld. 606/2E.
HIWAS.
DME unusable byd 27 NM blo 3500′.

NDB TEL	APP CRS		
206	150°	Rwy Idg	4400
		TDZE	659
		Apt Elev	659

NDB or GPS RWY 13

TELL CITY / PERRY COUNTY MUNI (TEL)

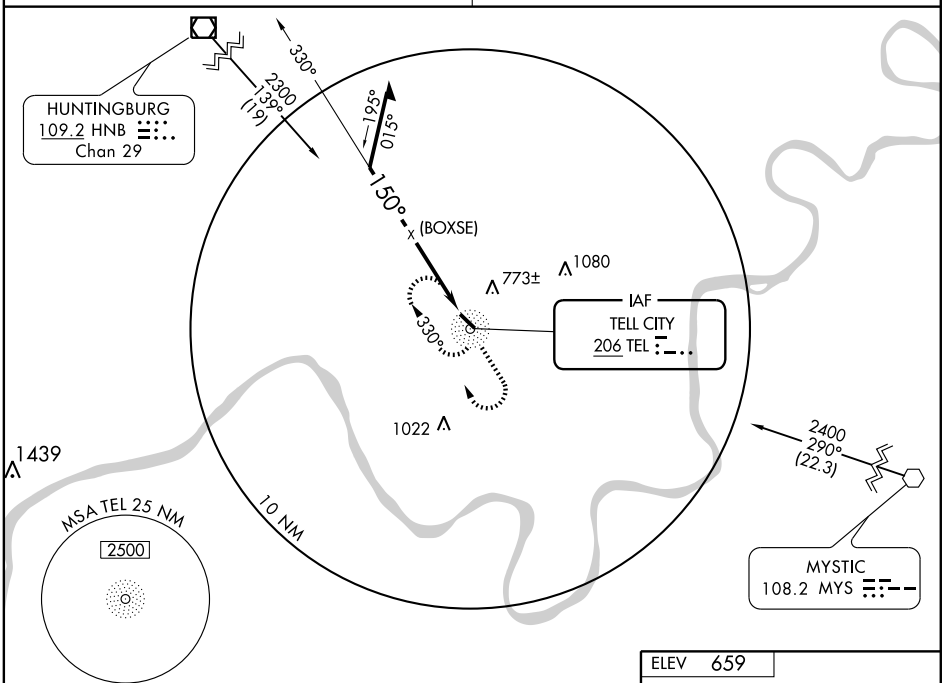
NA

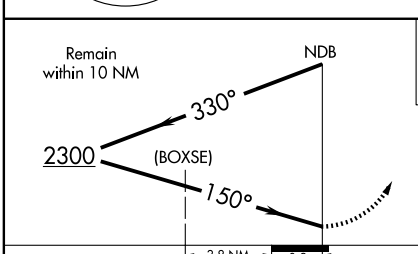
Obtain local altimeter setting on CTAF; when not received, use Evansville altimeter setting.

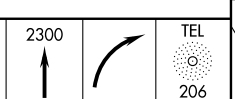
MISSED APPROACH: Climb to 2300 then right turn direct TEL NDB and hold.

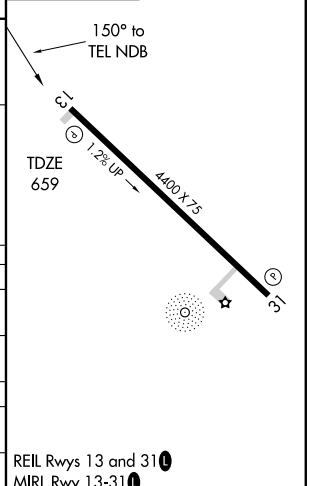
EVANSVILLE APP CON ★
126.4 226.4

UNICOM
122.7 (CTAF) L









CATEGORY	A	B	C	D
S-13	1140-1	481 (500-1)	1140-1¼ 481 (500-1¼)	NA
CIRCLING	1140-1	481 (500-1)	1140-1½ 481 (500-1½)	NA
EVANSVILLE ALTIMETER SETTING MINIMUMS				
S-13	1260-1	601 (700-1)	1260-1¾ 601 (700-1¾)	NA
CIRCLING	1260-1 601 (700-1)	1280-1 621 (700-1)	1280-1¾ 621 (700-1¾)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME HNB	APP CRS	Rwy Idg	4400
109.2	318°	TDZE	659
Chan 29		Apt Elev	659

VOR or GPS RWY 31

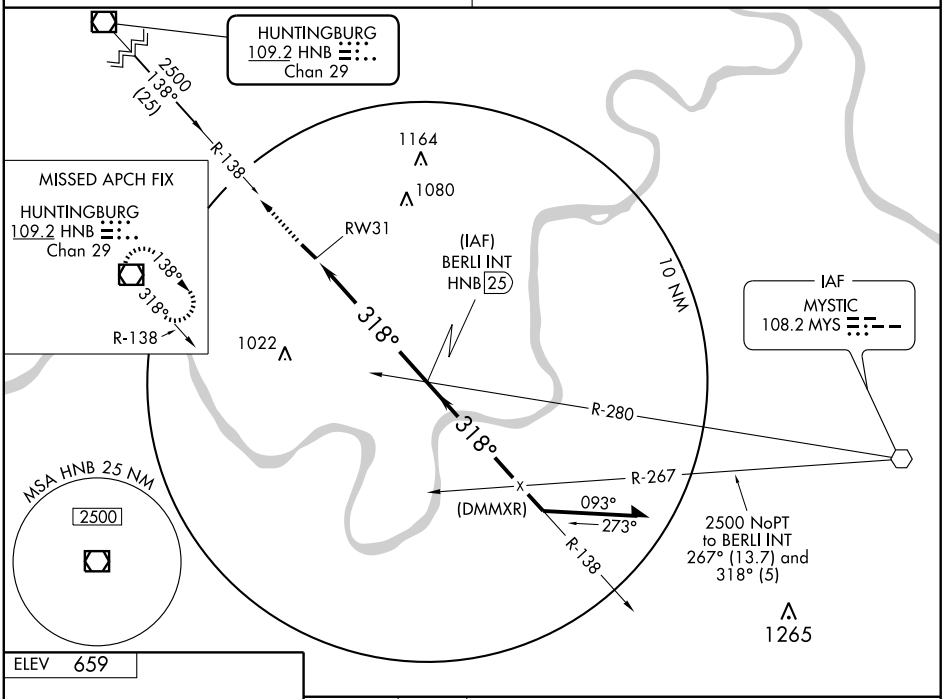
TELL CITY / PERRY COUNTY MUNI (TEL)

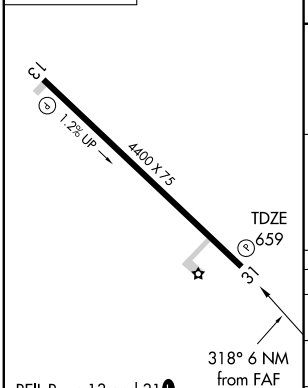
▼ ▲ NA — Obtain local altimeter setting on CTAF; when not received, use Evansville altimeter setting.

MISSED APPROACH: Climb to 2500 via HNB R-138 to HNB VOR/DME and hold.

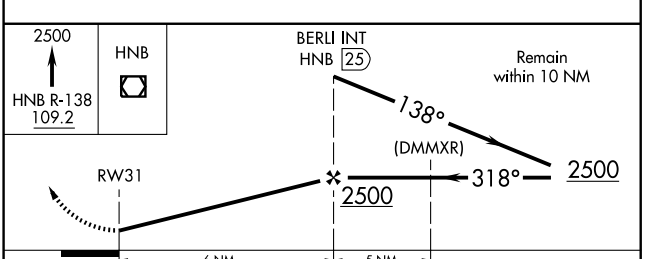
EVANSVILLE APP CON ★ 126.4 226.4

UNICOM 122.7 (CTAF) L





FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-31	1240-1	581 (600-1)	1240-1½ 581 (600-1½)	NA
CIRCLING	1240-1	581 (600-1)	1240-1½ 581 (600-1½)	NA
EVANSVILLE ALTIMETER SETTING MINIMUMS				
S-31	1360-1	701 (800-1)	1360-2 701 (800-2)	NA
CIRCLING	1360-1	701 (800-1)	1360-2 701 (800-2)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

TERRE HAUTE

SKY KING (3I3) 5 N UTC−5(−4DT) N39°32.87′ W87°22.64′

496 B S4 **FUEL** 100LL NOTAM FILE HUF

RWY: 08–26: H3557X50 (ASPH) LIRL (NSTD)

RWY 08: Trees. **RWY 26:** Thld dsplcd 812′. Trees.

RWY 18–36: H1978X50 (ASPH) LIRL (NSTD)

RWY 18: Thld dsplcd 50′. Crops.

RWY 36: Thld dsplcd 289′. Trees.

AIRPORT REMARKS: Attended 1200Z‡–dusk. CAUTION: 50′ elevation drop 60′ from thld Rwy 08. ACTIVATE rotating bcn; NSTD LIRL Rwys 08–26 and 18–36—CTAF. Rwy 08–26 and Rwy 18–36 NSTD LIRL, lgts are 16′ from rwy edge.

WEATHER DATA SOURCES: HIWAS 115.3 TTH.

COMMUNICATIONS: CTAF/UNICOM 122.8

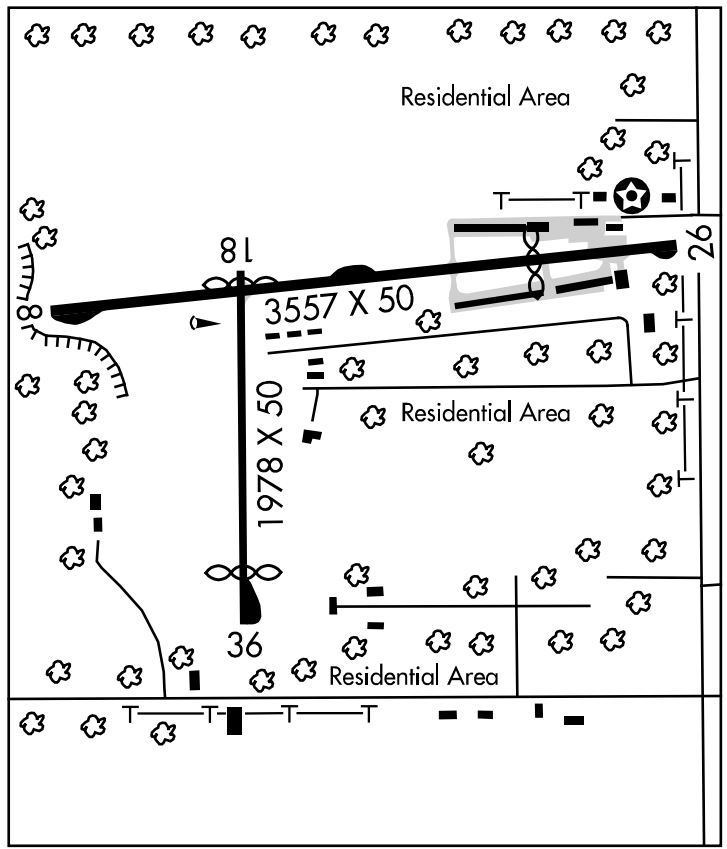
Ⓡ **HULMAN APP/DEP CON** 125.45 118.3 (1100–0300Z‡)

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 132.2 (0300–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

TERRE HAUTE (H) VORTACW 115.3 TTH Chan 100 N39°29.34′ W87°14.94′ 299° 6.9 NM to fld. 606/2E. **HIWAS.**

ST. LOUIS
L–27D
IAP



VORTAC TTH	APP CRS	Rwy Idg	N/A
115.3	120°	TDZE	N/A
Chan 100		Apt Elev	496

VOR-B

TERRE HAUTE/SKY KING (3I3)

Use Terre Haute Intl altimeter setting.
Procdure NA at night.

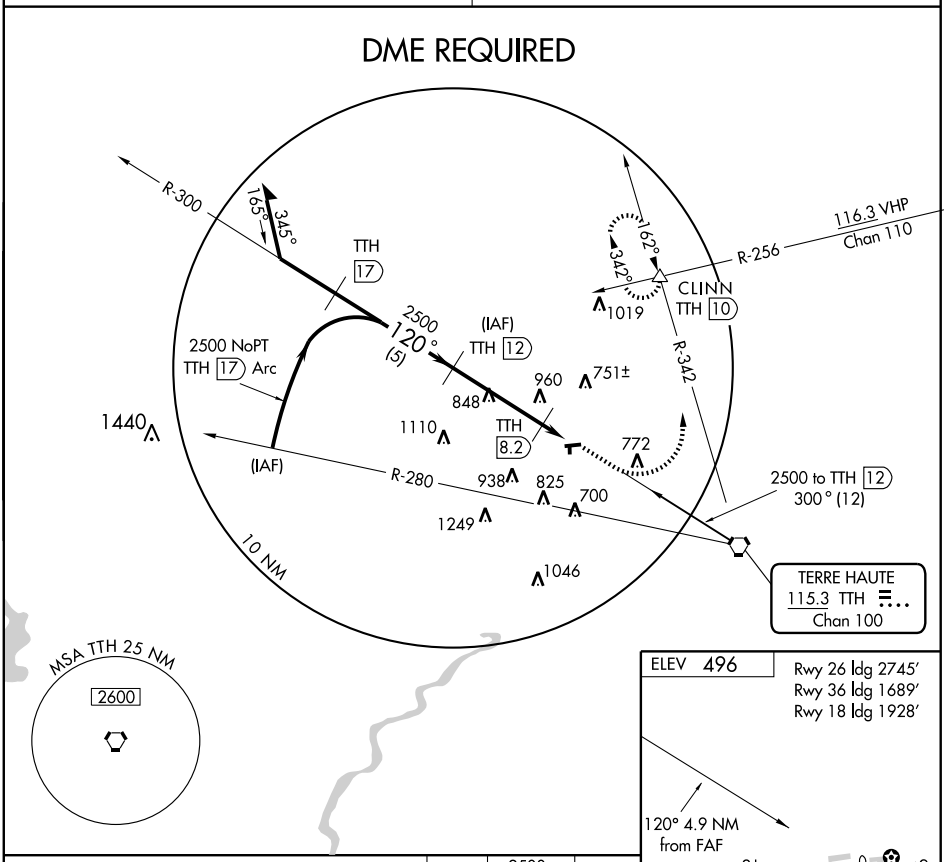
NA

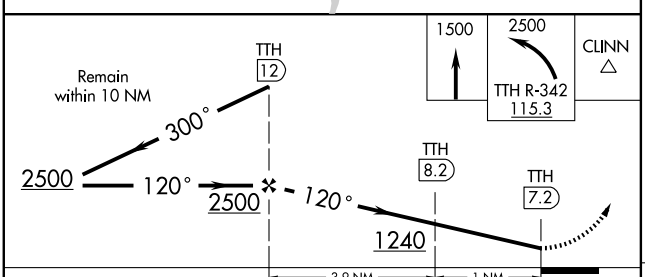
MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 via TTH R-342 to CLINN Int and hold.

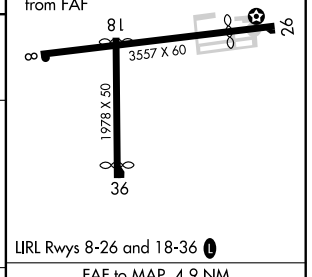
HULMAN APP CON ★
125.45 339.8

UNICOM
122.8 (CTAF) L

DME REQUIRED







CATEGORY	A	B	C	D
CIRCLING	1100-1	604 (700-1)	NA	

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC TTH	APP CRS	Rwy Idg	N/A
115.3	300°	TDZE	N/A
Chan 100		Apt Elev	496

VOR or GPS-A

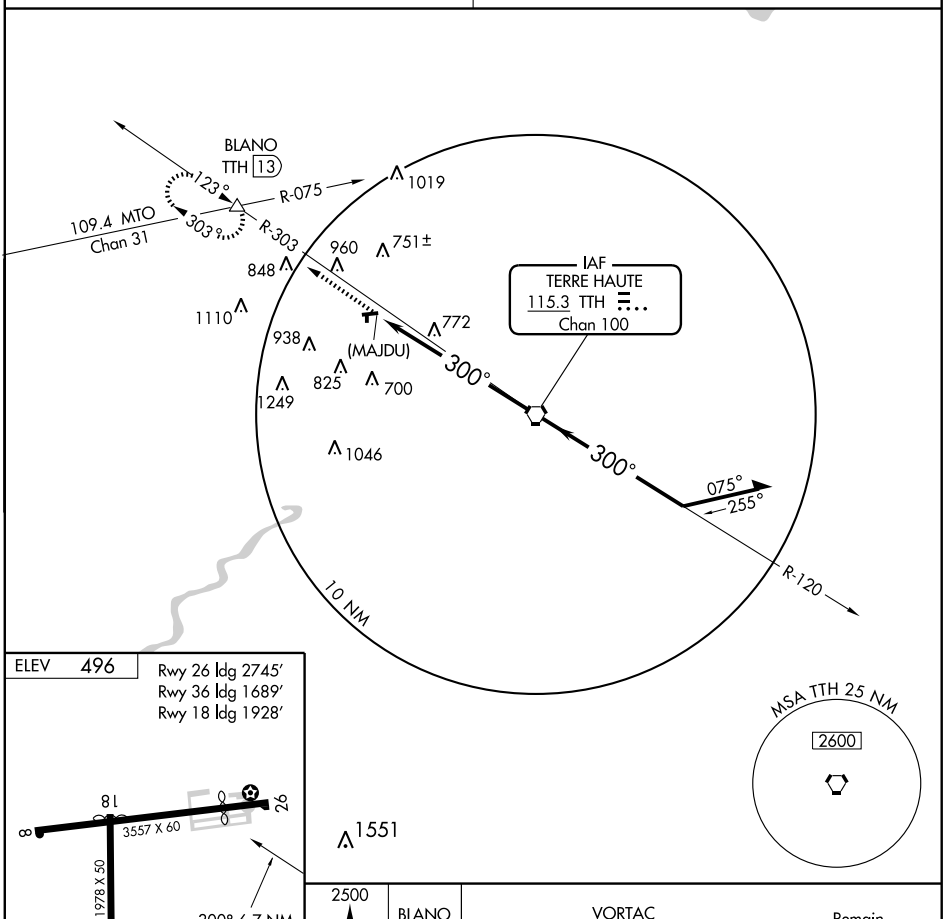
TERRE HAUTE/SKY KING (3I3)

Use Terre Haute Intl altimeter setting.
NA Procedure NA at night.

MISSED APPROACH: Climb to 2500 via TTH R-303 to BLANO Int/TTH 13 DME and hold.

HULMAN APP CON★ 125.45 339.8

UNICOM 122.8 (CTAF) L



LIRL Rwys 8-26 and 18-36 L

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

CATEGORY	A	B	C	D
CIRCLING	1100-1	604 (700-1)	NA	

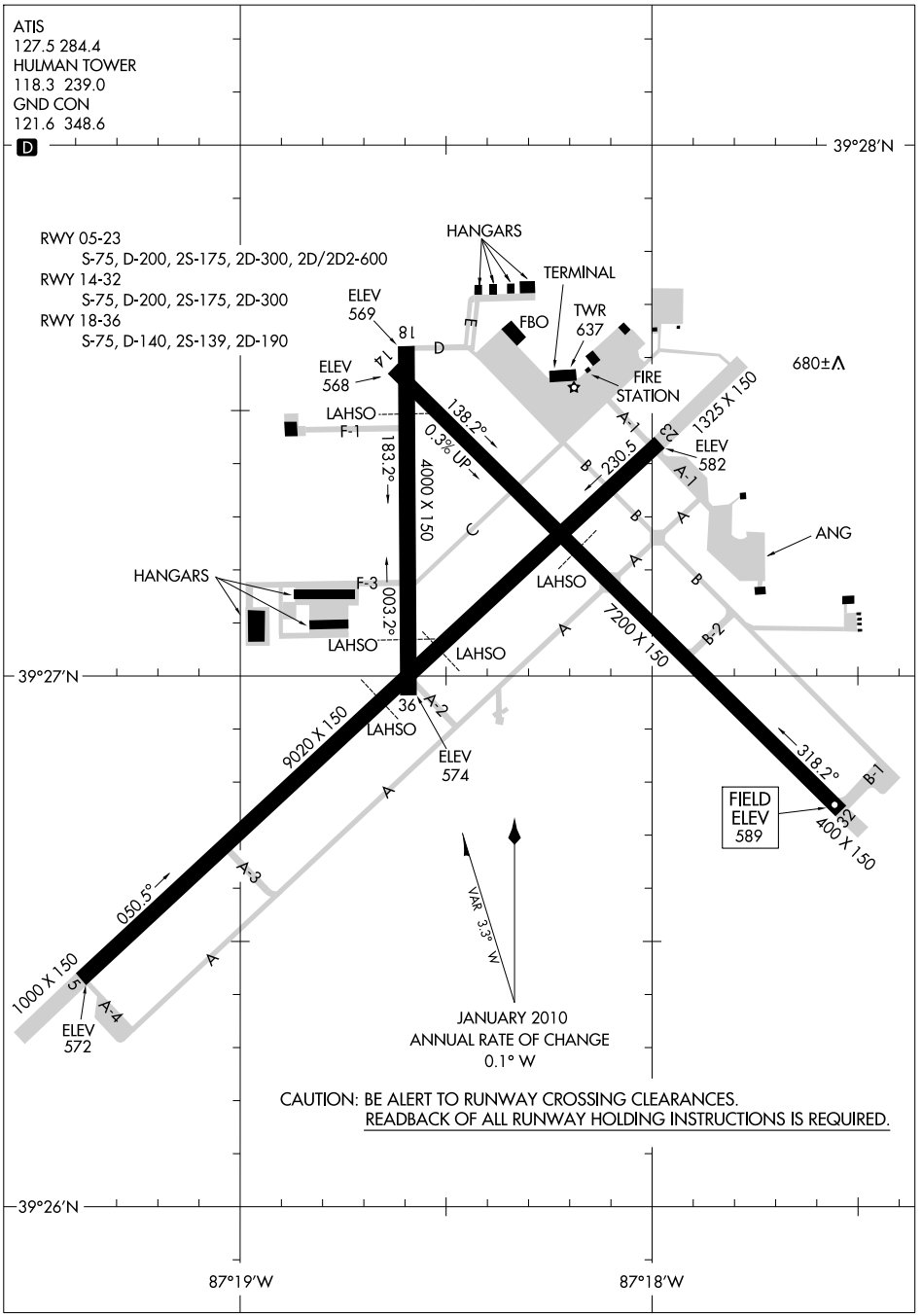
EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-608 (FAA)

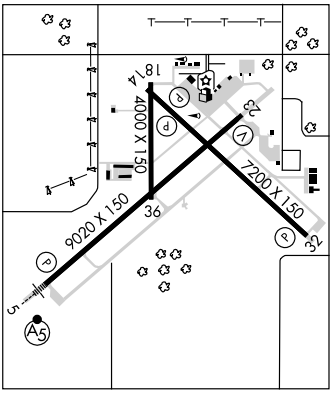
TERRE HAUTE INTL-HULMAN FIELD (HUF)
TERRE HAUTE, INDIANA



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

TERRE HAUTE INTL–HULMAN FLD (HUF) 5 E UTC–5(–4DT) N39°27.09′ W87°18.46′ **ST. LOUIS**
589 B S4 **FUEL** 100LL, JET A ARFF Index—See Remarks NOTAM FILE HUF **H–5E, L–27D**
RWY 05–23: H9020X150 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–300, 2D/2D2–600 HIRL **IAP, AD**
RWY 05: MALSR. PAPI(P4L)—GA 3.0° TCH 39′. Stack.
RWY 23: REIL. VASI(V4L)—GA 3.0° TCH 31′. Tree.
RWY 14–32: H7200X150 (ASPH–CONC–GRVD) S–75, D–200, 2S–175, 2D–300 HIRL 0.3% up SE
RWY 14: REIL. PAPI(P4L)—GA 2.75° TCH 55′. Tree.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 18–36: H4000X150 (ASPH–CONC) S–75, D–140, 2S–139, 2D–190 MIRL
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 54′. Trees.
RWY 36: REIL. Tree.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	18–36	4650
RWY 18	05–23	3300
RWY 23	18–36	3450
RWY 32	05–23	4237
RWY 36	14–32	3200

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–9020	TODA–9020	ASDA–9020	LDA–9020
RWY 14:	TORA–7200	TODA–7200	ASDA–7200	LDA–7200
RWY 18:	TORA–4000	TODA–4000	ASDA–4000	LDA–4000
RWY 23:	TORA–9020	TODA–9020	ASDA–9020	LDA–9020
RWY 32:	TORA–7200	TODA–7200	ASDA–7200	LDA–7200
RWY 36:	TORA–4000	TODA–4000	ASDA–4000	LDA–4000

AIRPORT REMARKS: Attended continuously. Fuel J8 (Contract fuel avbl Sun–Sat 1100–0300Z‡ call 812–877–7600). Acft svc avbl 0300Z‡ and 1100Z‡ subject to after hours callout fee. Deer and birds on and invof arpt. Class IV, ARFF index A. ARFF Index B avbl on req with PPR, ctc airport manager 812–877–2252. Rwy 18–36 remains CLOSED to air carrier ops with more than 30 passenger seats. Rwy 05–23 1000′ paved blast pad SW end and 1325′ paved blast pad NE end; Rwy 32 400′ by 150′ blast pad; not avbl for ASDA. Rwy 18 and 14 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. Ldg fee for civilian acft over 10,000 lbs. U.S. Customs user fee arpt.
WEATHER DATA SOURCES: ASOS 127.5 (812) 877–9136. **HIWAS** 115.3 TTH.
COMMUNICATIONS: ATIS 127.5 **UNICOM** 122.95
TERRE HAUTE RCO 122.65 (TERRE HAUTE RADIO)
Ⓡ **APP/DEP CON** 125.45 119.8 (1100–0300Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 132.2 (0300–1100Z‡)
TOWER 118.3 **GND CON** 121.6
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
TERRE HAUTE (H) VORTACW 115.3 TTH Chan 100 N39°29.34′ W87°14.94′ 228° 3.5 NM to fld. 606/2E. **HIWAS**
YINNO NDB (MHW/LOM) 245 HU N39°23.27′ W87°23.86′ 050° 5.7 NM to fld. Umonitored when twr clsd.
ILS 109.7 I–HUF Rwy 05. Class IE. LOM YINNO NDB. LOM unmonitored when twr clsd. LOC BC unusable inbound 1.3 NM from thld to thld.
ASR

TRI–STATE STEUBEN CO (See ANGOLA)

UNION MILLS

FLYING U RANCH (4C1) 3 SW UTC–6(–5DT) N41°27.24′ W86°47.53′ **CHICAGO**
740 **FUEL** 100LL NOTAM FILE HUF
RWY 18–36: 2745X100 (TURF)
RWY 18: Thld dsplcd 400′. Crops. **RWY 36:** Thld dsplcd 470′. Bldg.
AIRPORT REMARKS: Attended dalgt hrs. Deer and birds on and invof arpt. Rwy 18–36 edges marked with tires painted white, dspld thlds marked with red highway cones and white boards. Unicom not regularly monitored.
COMMUNICATIONS: CTAF/UNICOM 122.8

LOC I-HUF	APP CRS	Rwy Idg	9020
109.7	049°	TDZE	573
		Apt Elev	589

ILS or LOC RWY 5

TERRE HAUTE INTL-HULMAN FIELD (HUF)

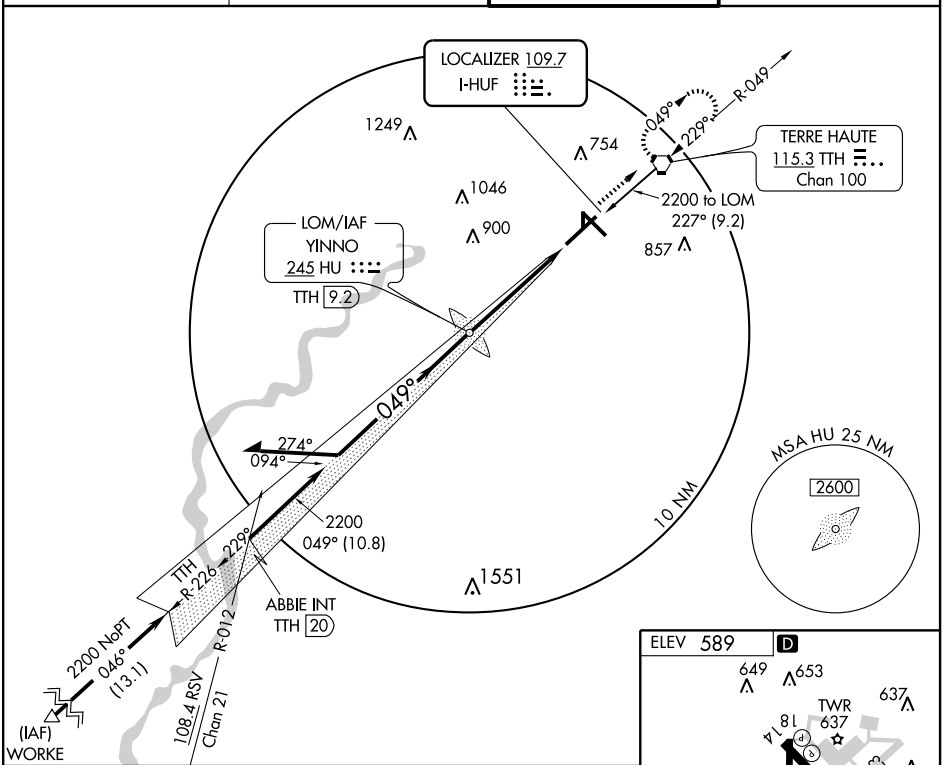
ASR

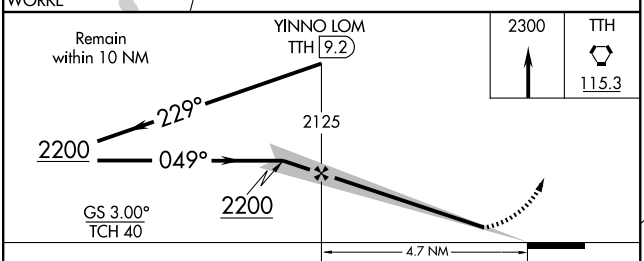
When local altimeter setting not received, use Paris, IL altimeter setting and increase all DA/MDA 80 feet and S-LOC 5 Cats. C/D visibilities ¼ mile. For inoperative MALSR, when using Paris, IL altimeter setting increase S-ILS 5 all Cats. visibilities ½ mile.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

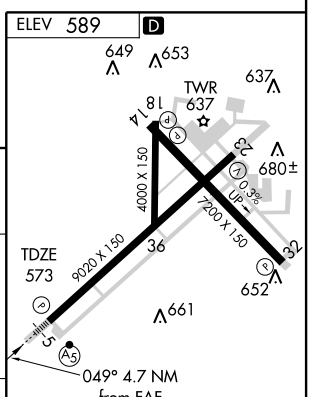
MALSR

MISSED APPROACH: Climb to 2300 direct TTH VORTAC and hold.

ATIS	HULMAN APP CON *	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6







CATEGORY	A	B	C	D
S-ILS 5	*773/24 200 (200-½)		*803/24 230 (300-½)	
S-LOC 5	920/24 347 (400-½)			920/40 347 (400-¾)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
AKRON, OH			
AKRON-CANTON RGNL (CAK)	05	01-19	4,300 feet
	19	05-23	3,100 feet
BLOOMINGTON, IN			
MONROE COUNTY (BMG)	17	06-24	6,100 feet
COLUMBUS, OH			
OHIO STATE UNIVERSITY (OSU)	05	09L-27R	3,350 feet
	09L	05-23	2,550 feet
	09R	14-32	3,300 feet
	14	09R-27L	2,750 feet
	23	09R-27L	2,500 feet
	27L	05-23	3,300 feet
FORT WAYNE, IN			
FORT WAYNE INTL (FWA)	05	14-32	9,150 feet
	14	05-23	5,650 feet
	27	05-23	2,700 feet
LAFAYETTE, IN			
PURDUE UNIVERSITY (LAF)	10	05-23	4,600 feet
MANSFIELD, OH			
MANSFIELD LAHM RGNL (MFD)	05	14-32	4,350 feet
	14	05-23	6,100 feet
MUNCIE, IN			
DELAWARE COUNTY RGNL (MIE)	14	02-20	4,300 feet
	20	14-32	3,500 feet
TERRE HAUTE, IN			
TERRE HAUTE INTL-HULMAN FIELD (HUF)	05	18-36	4,650 feet
	18	05-23	3,300 feet
	23	18-36	3,450 feet
	32	05-23	4,237 feet
	36	14-32	3,200 feet

21 OCT 2010 to 18 NOV 2010

LOC I-HUF	APP CRS	Rwy Idg	9020
109.7	229°	TDZE	583
		Apt Elev	589

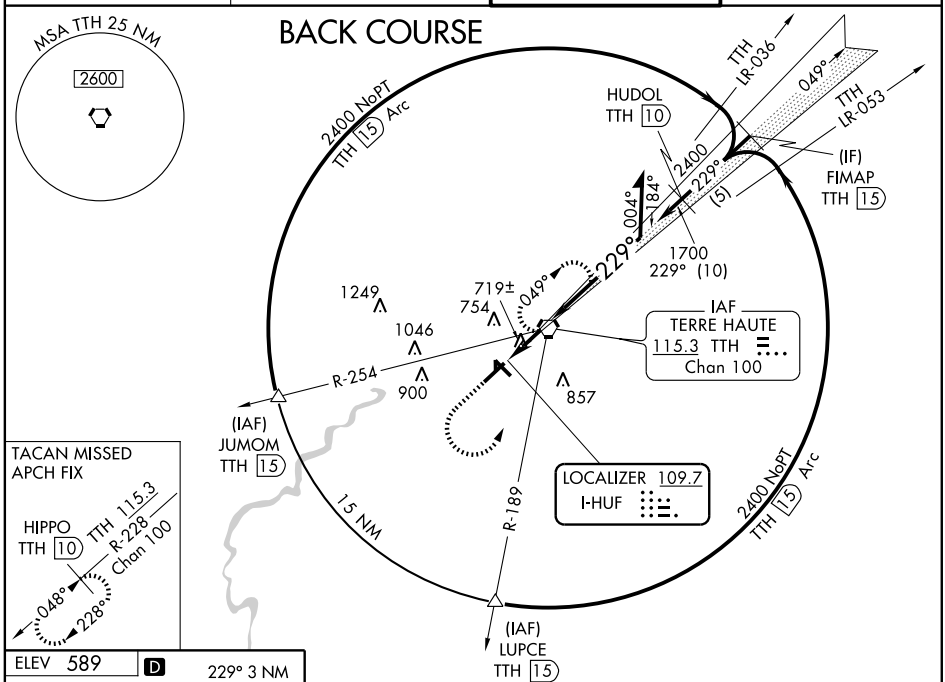
LOC BC RWY 23

TERRE HAUTE INTL-HULMAN FIELD (HUF)

When local altimeter setting not received, use Paris altimeter setting and increase all MDA 80 feet and increase S-23 Cat C and D visibility ¼ mile.
ASR Circling NA for Cat E NW of Rwy 5-23.

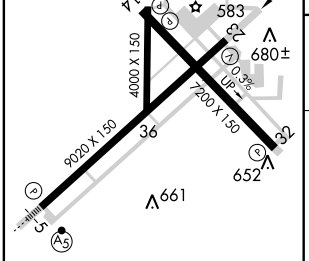
MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct TTH VORTAC and hold. (TACAN Aircraft climb to 2600 via TTH VORTAC R-228 to HIPPO/TTH 10 DME and hold.)

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6



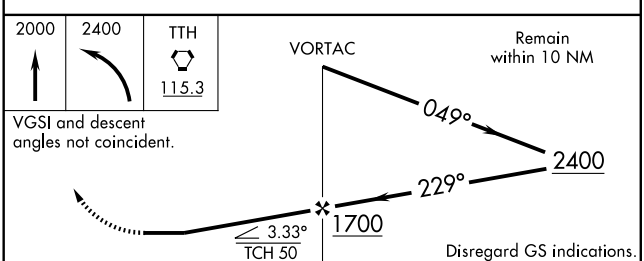
PROCEDURE TURN NA FOR CAT E, DME or RADAR REQUIRED.

1600



MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46



CATEGORY	A	B	C	D	E
S-23	980-1 397 (400-1)			980-1¼ 397 (400-1¼)	980-1½ 397 (400-1½)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)	1220-2¼ 631 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9020
CH 82109	049°	TDZE	573
W05A		Apt Elev	589

RNAV (GPS) RWY 5

TERRE HAUTE INTL-HULMAN FIELD (HUF)

ASR

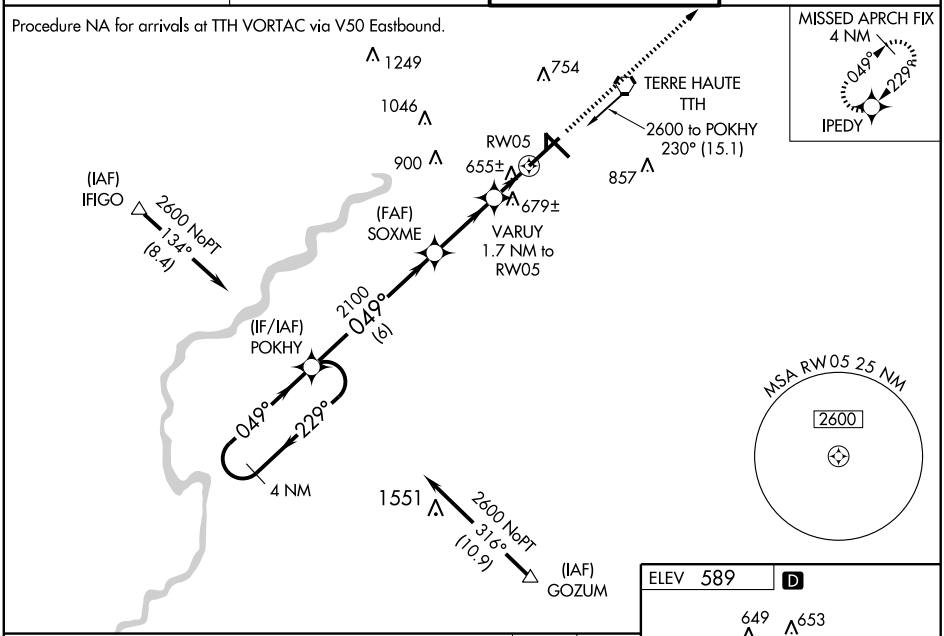
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Paris altimeter setting. When local altimeter setting not received, use Paris altimeter setting and increase all DA 61 ft., LPV all Cats visibility to RVR 4000 and LNAV/VNAV all Cats visibility to RVR 5000, increase all MDA 80 ft. and LNAV Cat C visibility to RVR 4000. For inoperative MALSR, when using Paris altimeter setting, increase LPV all Cats visibility to RVR 6000.

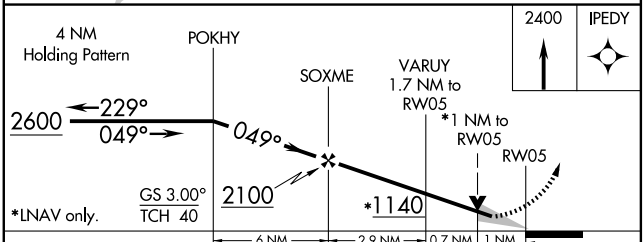
MALSR

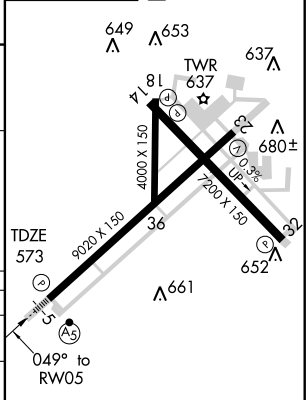
MISSED APPROACH: Climb to 2400 direct IPEDY and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6

Procedure NA for arrivals at TTH VORTAC via V50 Eastbound.







CATEGORY	A	B	C	D
LPV DA	875/24 302 (300-½)			
LNAV/VNAV DA	924/40 351 (400-¾)			
LNAV MDA	940/24 367 (400-½)			940/50 367 (400-1)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7200
137°	TDZE	578
	Apt Elev	589

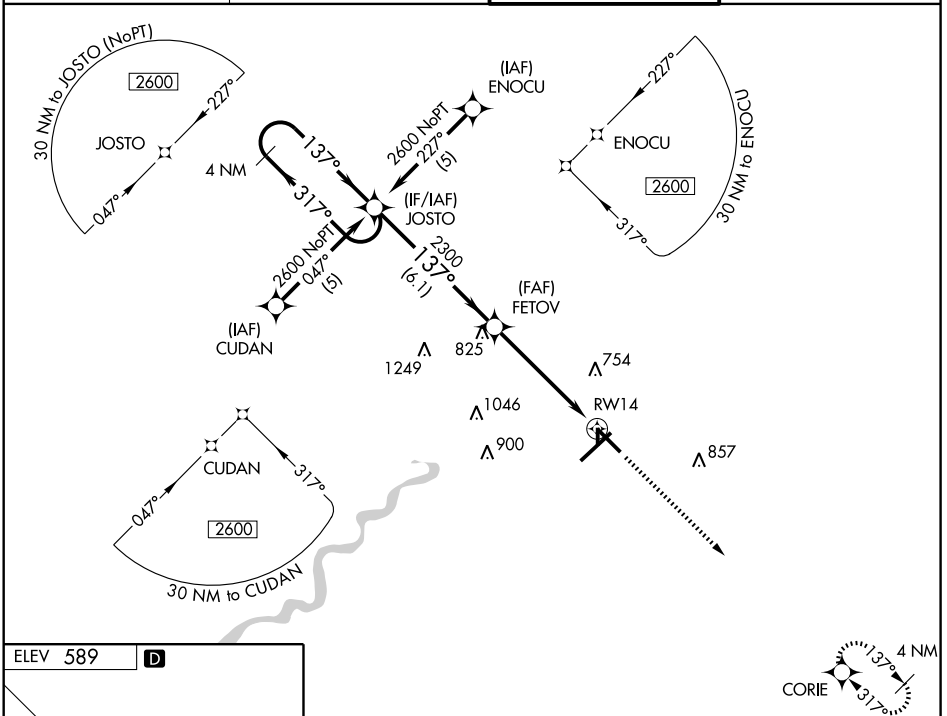
RNAV (GPS) RWY 14

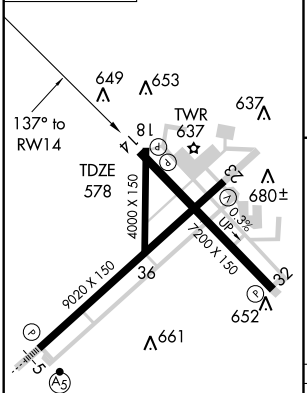
TERRE HAUTE INTL-HULMAN FIELD (HUF)

When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and LNAV Cat D visibility ¼ mile.
DME/DME RNP-0.3 NA.
ASR VDP NA with Paris, IL altimeter setting.

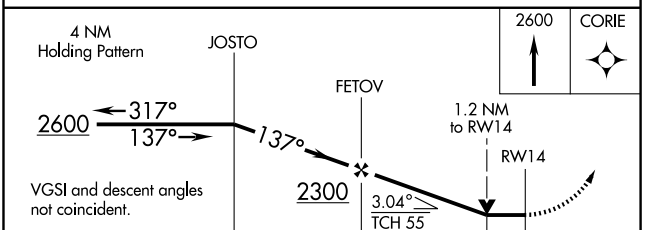
MISSED APPROACH: Climb to 2600 direct CORIE and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6





1549 1549



CATEGORY	A	B	C	D
LNAV MDA	980-1 402 (400-1)		980-1¼ 402 (400-1¼)	
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9020
229°	TDZE	583
	Apt Elev	589

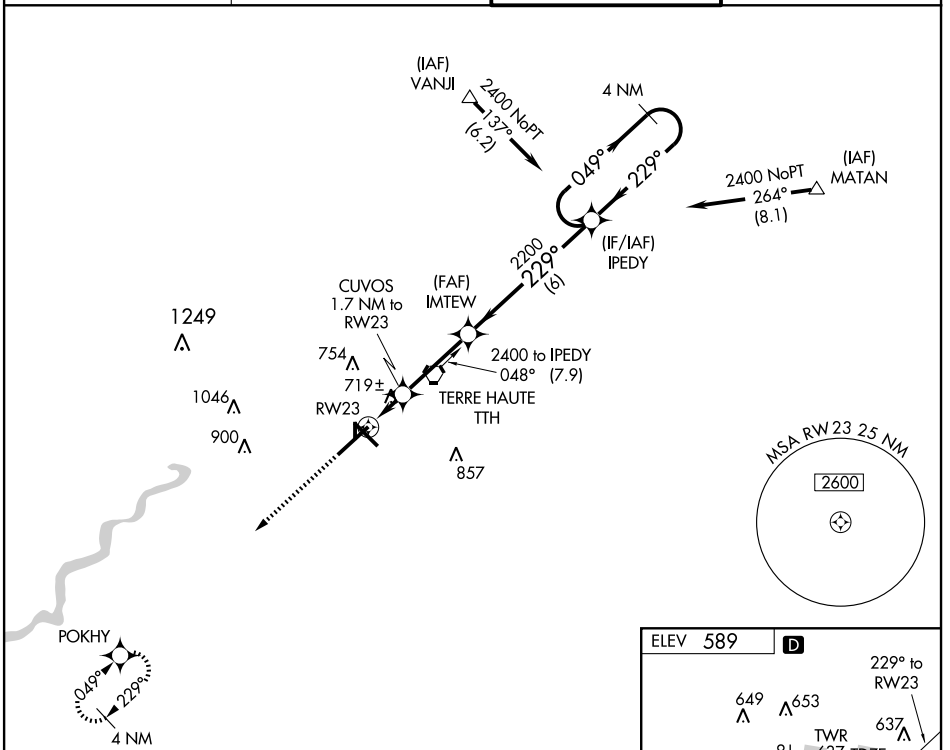
RNAV (GPS) RWY 23

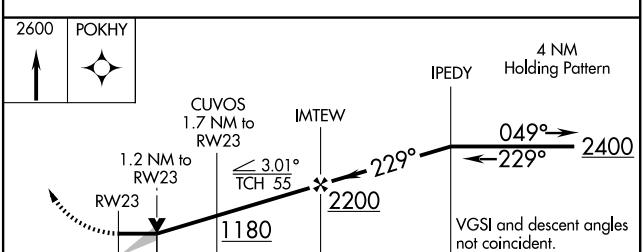
TERRE HAUTE INTL-HULMAN FIELD (HUF)

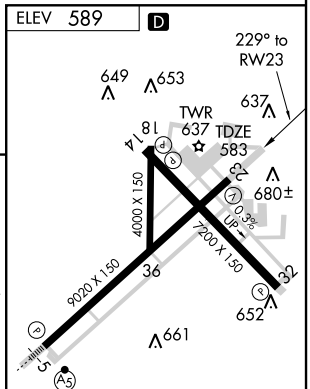
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Paris altimeter setting and increase all MDA 80 feet and LNAV visibility Cats C and D ¼ mile.
VDP NA when using Paris altimeter setting.
ASR

MISSED APPROACH: Climb to 2600 direct POKHY and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6







CATEGORY	A	B	C	D
LNAV MDA	980-1 397 (400-1)			980-1¼ 397 (400-1¼)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7200
317°	TDZE	589
	Apt Elev	589

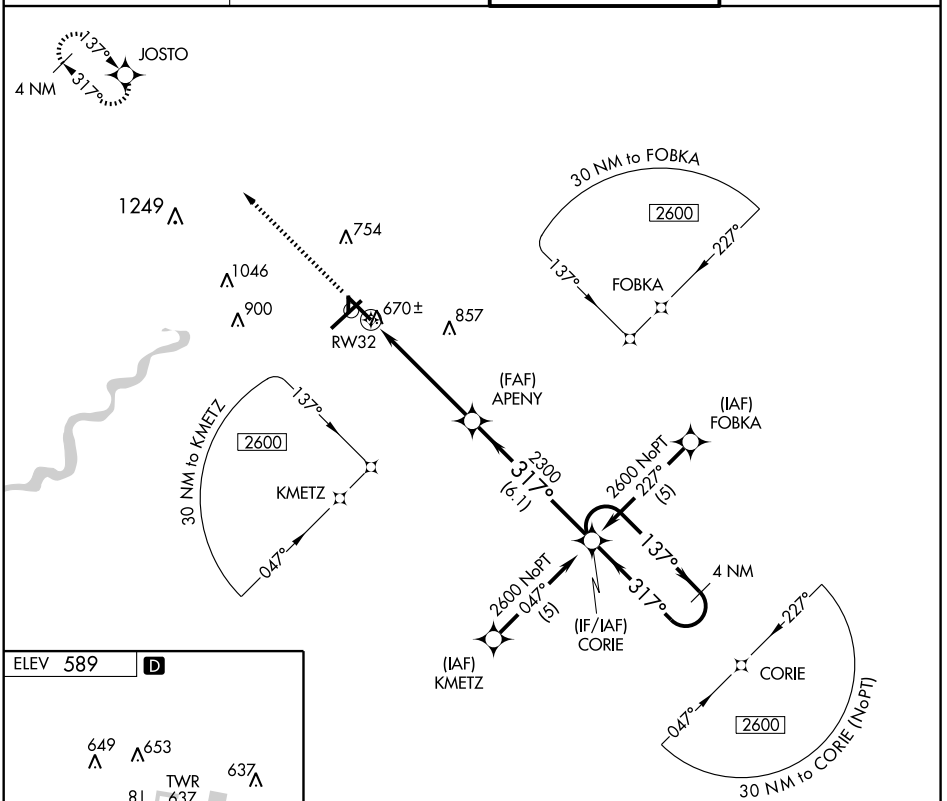
RNAV (GPS) RWY 32

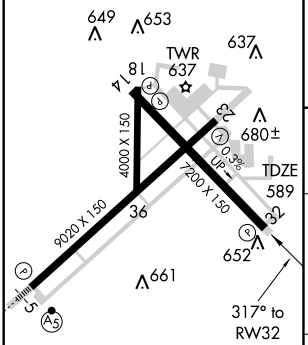
TERRE HAUTE INTL-HULMAN FIELD (HUF)

When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and increase LNAV Cats. C/D visibilities ¼ mile. DME/DME RNP-0.3 NA.

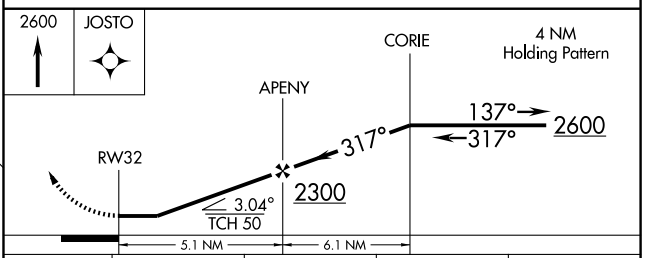
MISSED APPROACH: Climb to 2600 direct JOSTO and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6





MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32



CATEGORY	A	B	C	D
LNAV MDA	920-1 331 (400-1)			
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC TTH	APP CRS	Rwy Idg	9020
115.3	048°	TDZE	573
Chan 100		Apt Elev	589

VOR/DME RWY 5

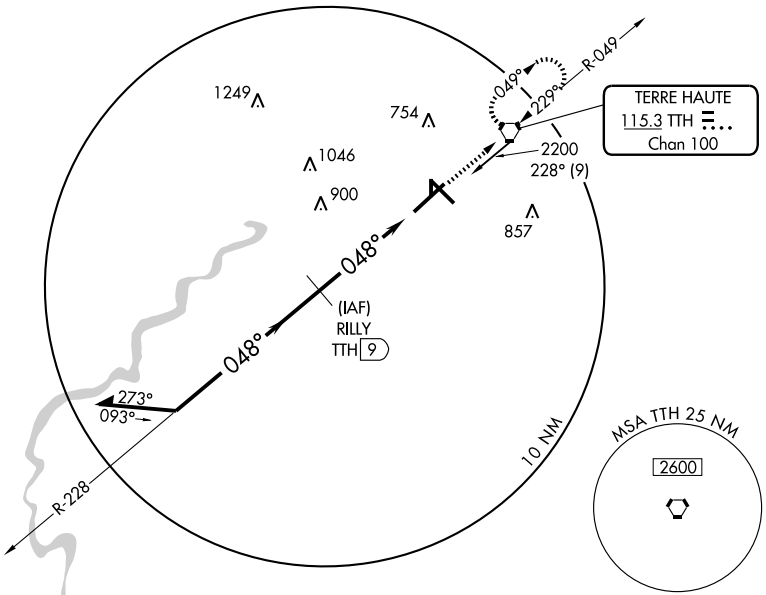
TERRE HAUTE INTL-HULMAN FIELD (HUF)

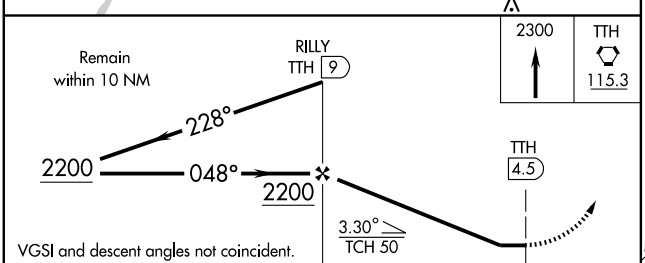
ASR: For inoperative MALSR, increase S-5 Cat D visibilty to RVR 6000. When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and increase S-5 Cat C visibility ¼ mile.

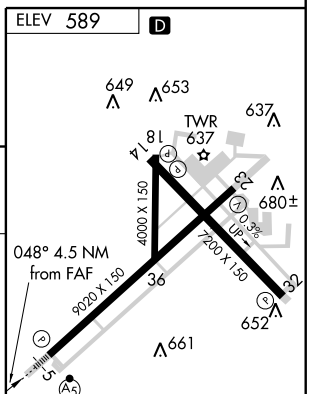
MALSR

MISSED APPROACH: Climb to 2300 direct TTH VORTAC and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6







CATEGORY	A	B	C	D
S-5	940/24 367 (400-½)			940/50 367 (400-1)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC TTH	APP CRS	Rwy Idg	9020
115.3	229°	TDZE	583
Chan 100		Apt Elev	589

VOR RWY 23

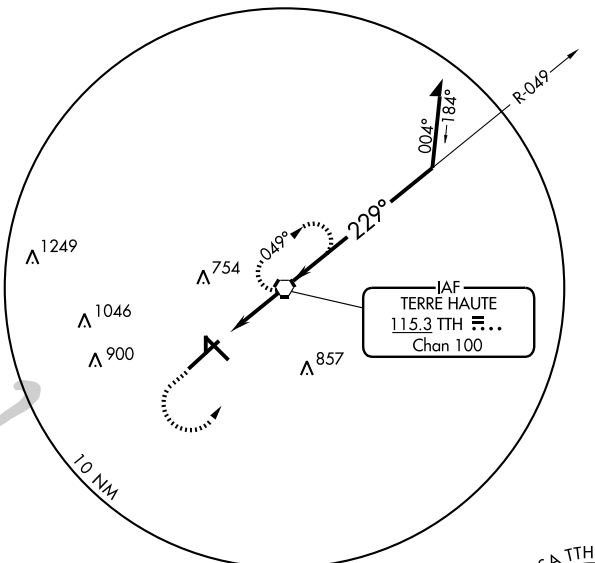
TERRE HAUTE INTL-HULMAN FIELD (HUF)

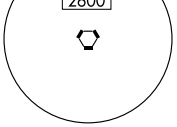
ASR

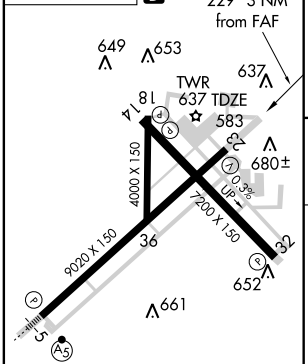
When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and S-23 Cats. C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2300 then left turn direct TTH VORTAC and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6

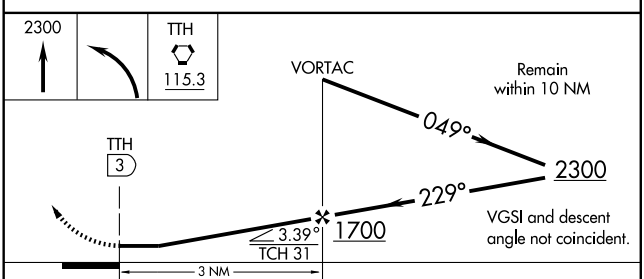






MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00



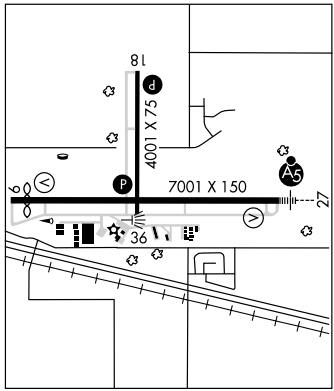
CATEGORY	A	B	C	D
S-23	980-1 397 (400-1)			980-1¼ 397 (400-1¼)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VALPARAISO

PORTER CO MUNI (VPZ) 1SE UTC−6(−5DT) N41°27.24′ W87°00.43′ — CHICAGO
770 B S4 **FUEL** 100LL, JET A TPA—1770(1000) Class IV, ARFF Index A — H–5E, 10F, L–28I
NOTAM FILE VPZ — IAP

RWY 09–27: H7001X150 (ASPH–GRVD) D–250, 2S–175, 2D–375 HIRL
RWY 09: REIL. VASI(V4L)—GA 3.0° TCH 45′. Thld dsplcd 500′. Trees.
RWY 27: MALSR. VASI(V4L)—GA 3.0° TCH 51′.
RWY 18–36: H4001X75 (ASPH–GRVD) S–30, D–45 MIRL
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Trees.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 35′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–7000 TODA–7000 ASDA–7000 LDA–6500
RWY 27: TORA–6500 TODA–6500 ASDA–6500 LDA–6500



AIRPORT REMARKS: Attended Mon–Fri 1200–0400Z‡, Sat–Sun 1300–0100Z‡. Birds and deer on and invof arpt. CLOSED to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 seats, 90–day PPR, call arpt manager 219–462–6508. HIRL Rwy 09–27 and MIRL Rwy 18–36 preset on low ints dusk–0500Z‡; to increase ints after 0500Z‡ and ACTIVATE MALSR Rwy 27; REIL Rwy 09; PAPI and REIL Rwy 18 and Rwy 36 —CTAF. VASI Rwy 09 and Rwy 27 ops 24 hours. Rwys 09–27 and 18–36 parallel twy have green centerline reflectors.
WEATHER DATA SOURCES: ASOS 125.875 (219) 531–1770.
COMMUNICATIONS: CTAF/UNICOM 122.725
CROWNPOINT RCO 123.65 (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 135.9
SOUTH BEND CLNC DEL 120.525
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
KNOX (H) VOR/DME 115.6 OXI Chan 103 N41°19.32′ W86°38.96′ 296° 18 NM to fld. 690/00E.
SEDLY NDB (MHW/LOM) 212 VP N41°27.07′ W86°52.65′ 274° 5.8 NM to fld. Unmonitored.
ILS 109.7 I–VPZ Rwy 27 Class IE. LOM SEDLY NDB.

VEVAY

ROBINSON (8I1) 7 SW UTC−5(−4DT) N38°41.67′ W85°11.90′ — ST. LOUIS
484 TPA—1284(800) NOTAM FILE HUF
RWY 09–27: 1670X50 (TURF)
RWY 09: Thld dsplcd 150′. Road. **RWY 27:** Trees
AIRPORT REMARKS: Attended irregularly. Rwy 09–27 rough and rolling turf. Rwy 09–27 thlds marked with white tires; boundary marked with white tires and yellow oil jugs.
COMMUNICATIONS: CTAF 122.9

VICCI N38°07.60′ W87°26.44′. NOTAM FILE EVV. — ST LOUIS
NDB (LOM) 219 EV 219° 6.8 NM to Evansville Dress Rgnl.

VIDEO N40°04.17′ W85°30.64′. NOTAM FILE AID. — CHICAGO
NDB (MHW/LOM) 371 AI 299° 5.3 NM to Anderson Muni–Darlington Fld. — L–27E
Unmonitored when Anderson Twr clsd.

VINCENNES N38°41.45′ W87°33.35′. NOTAM FILE STL. — ST. LOUIS
NDB (MHW) 251 OEA 332° 5.0 NM to Lawrenceville–Vincennes Intl. Unmonitored. — L–27D

VIRGIL I. GRISSOM MUNI (See BEDFORD)

LOC I-VPZ	APP CRS	Rwy Idg	6500
109.7	272°	TDZE	770
		Apt Elev	771

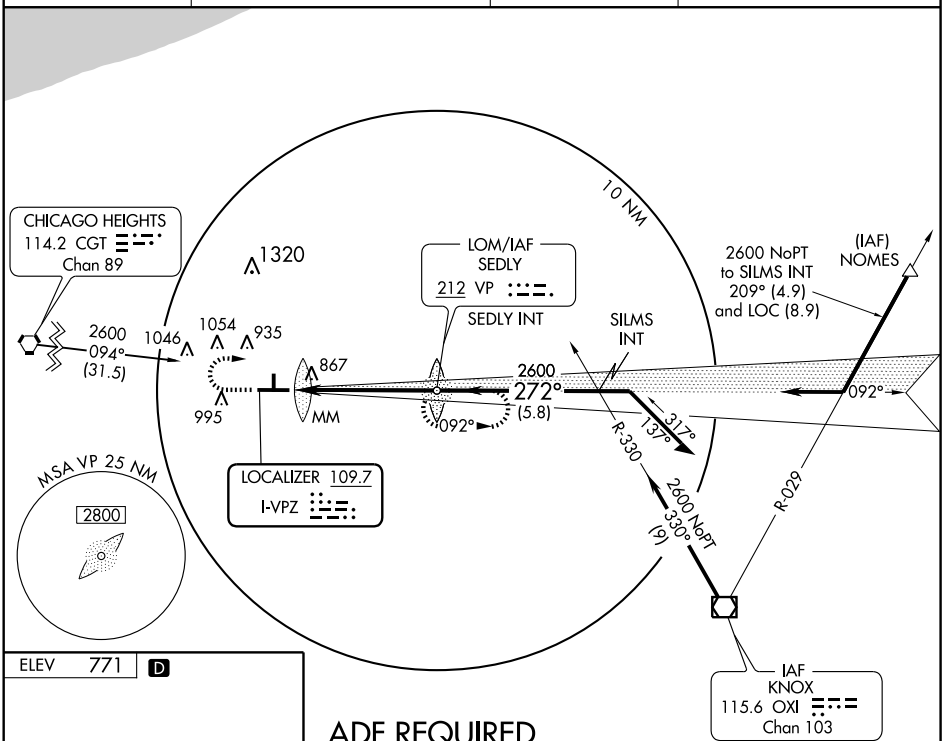
ILS RWY 27

VALPARAISO / PORTER COUNTY MUNI (VPZ)

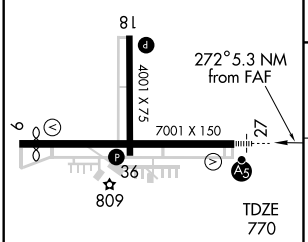
MALSR

MISSED APPROACH: Climb to 1400, then climbing right turn ot 2600 direct SEDLY LOM and hold.

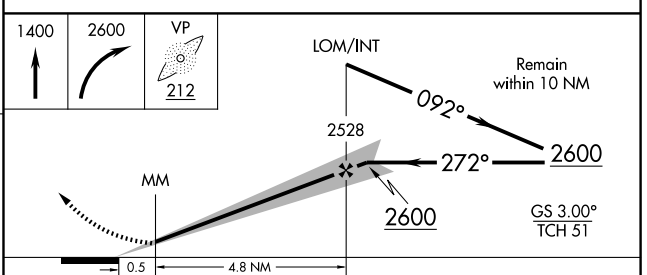
ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
125.875	132.05 257.8	120.525	122.725 (CTAF) L



ELEV 771 D



ADF REQUIRED



HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-ILS 27	970-½ 200 (200-½)			
S-LOC 27	1120-½ 350 (400-½)			1120-¾ 350 (400-¾)
CIRCLING	1260-1 489 (500-1)	1300-1 529 (600-1)	1300-1½ 529 (600-1½)	1360-2 589 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 42606 W09A	APP CRS 092°	Rwy Idg 6500 TDZE 769 Apt Elev 770

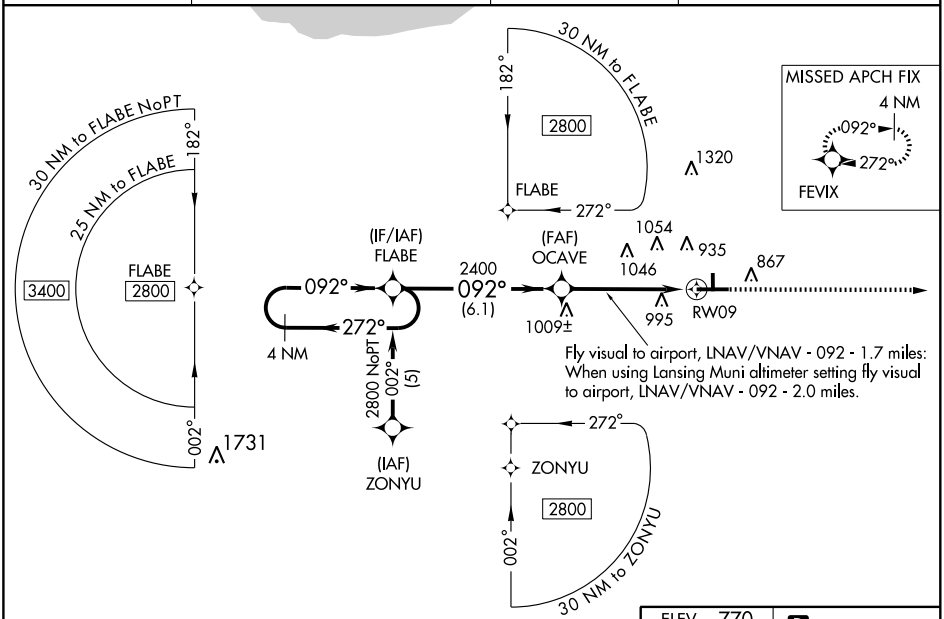
RNAV (GPS) RWY 9

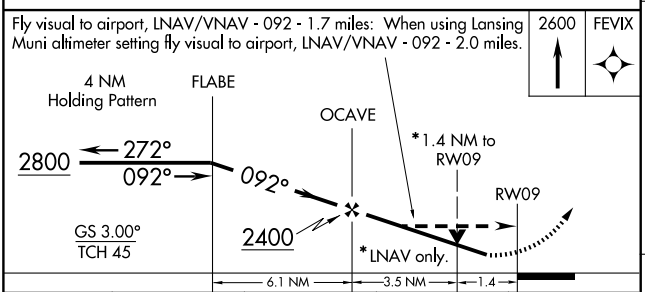
VALPARAISO / PORTER COUNTY MUNI (VPZ)

When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DA 77 feet and all MDA 80 feet; and increase LPV all Cats, LNAV/VNAV Cat D, LNAV Cats C and D, and circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

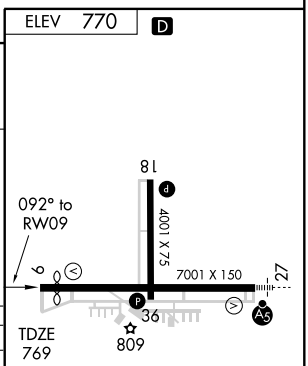
MISSED APPROACH: Climb to 2600 direct FEVIX and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
125.875	132.05 257.8	120.525	122.725 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1038-1		269 (300-1)	
LNAV/VNAV DA	1369-2		600 (600-2)	
LNAV MDA	1260-1 491 (500-1)		1260-1¼ 491 (500-1¼)	1260-1½ 491 (500-1½)
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	1300-1½ 530 (600-1½)	1360-2 590 (600-2)



HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82406 W18A	APP CRS 182°	Rwy Idg 4001 / TDZE 770 / Apt Elev 770

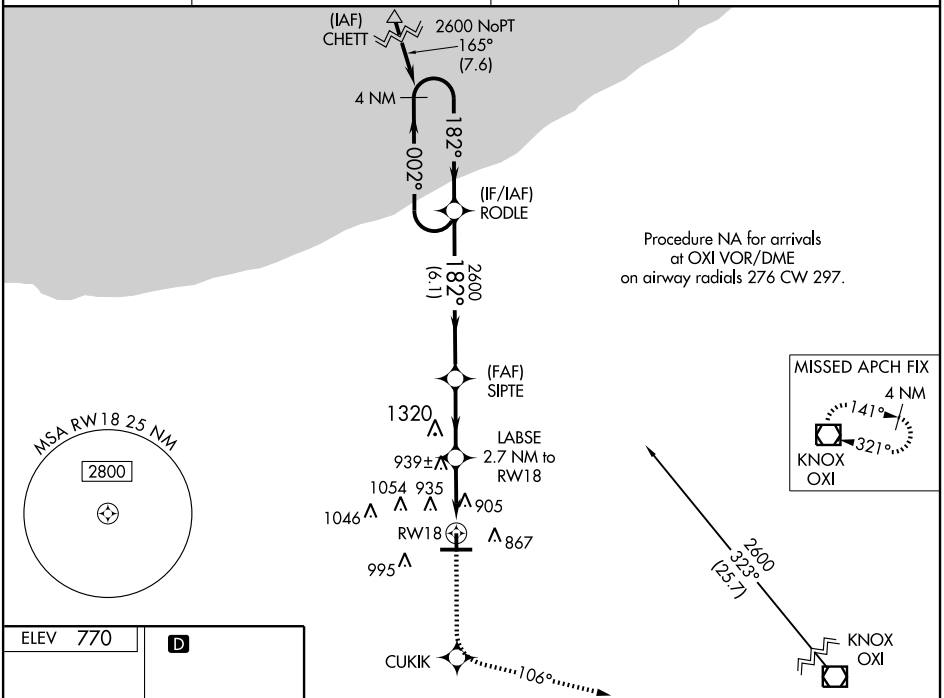
RNAV (GPS) RWY 18

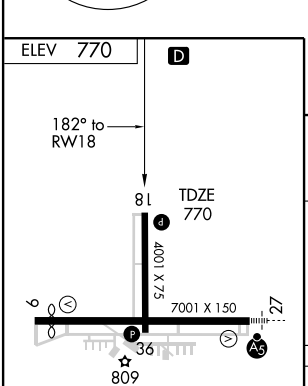
VALPARAISO / PORTER COUNTY MUNI (VPZ)

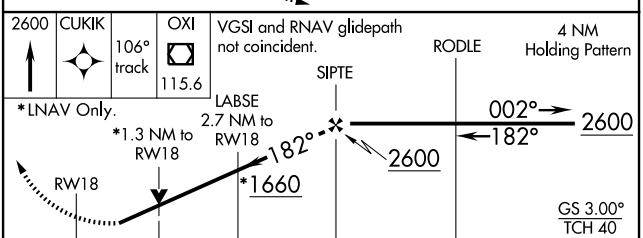
When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DAs 77 feet and all MDAs 80 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct CUKIK and via 106° track to OXI VOR/DME and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
125.875	132.05 257.8	120.525	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1120-1¼ 350 (400-1¼)		NA	NA
LNAV/VNAV DA	1233-1¾ 463 (500-1¾)		NA	NA
LVAV MDA	1200-1 430 (500-1)		NA	NA
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	NA	NA

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86806 W27A	APP CRS 272°	Rwy Idg 6500 TDZE 770 Apt Elev 770

RNAV (GPS) RWY 27

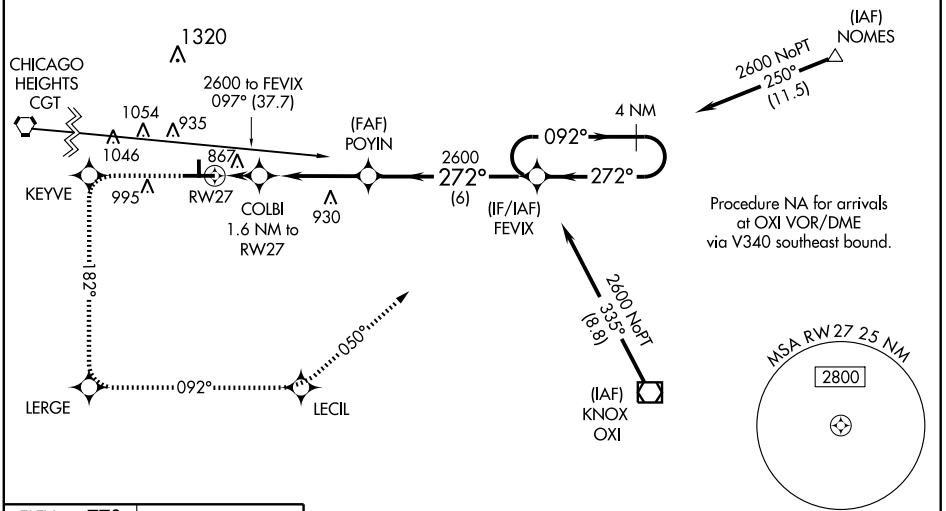
VALPARAISO / PORTER COUNTY MUNI (VPZ)

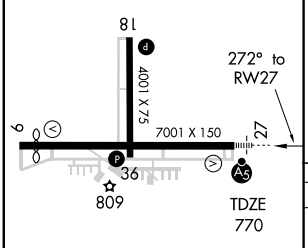
When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DAs 77 feet and all MDAs 80 feet, and increase LPV and LNAV/VNAV all Cats, and circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼, when using Lansing Muni altimeter setting increase LPV all Cats visibility to 1¼. Baro-VNAV NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA.

MALSR

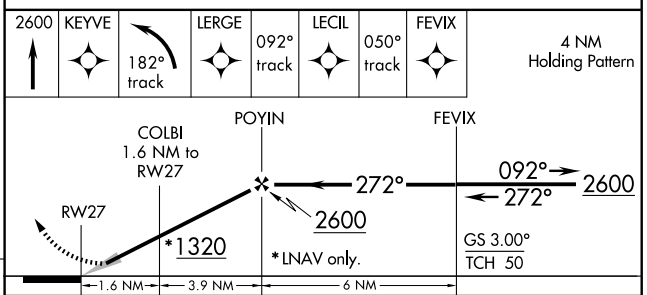
MISSED APPROACH: Climb to 2600 direct KEYVE and left turn via 182° track to LERGE and via 092° track to LECIL and via 050° track to FEVIX and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
125.875	132.05 257.8	120.525	122.725 (CTAF) L





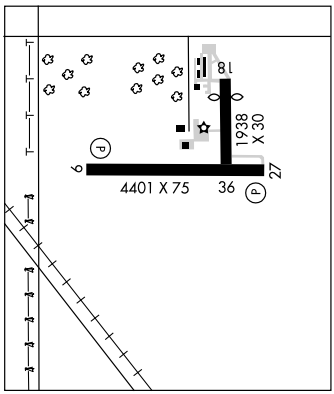
HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L



CATEGORY	A	B	C	D
LPV DA	1020-½		250 (300 -½)	
LNAV/VNAV DA	1201-1		431 (500 -1)	
LNAV MDA	1180-½ 410 (500 -½)		1180-¾ 410 (500-¾)	1180-1 410 (500-1)
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	1300-1½ 530 (600-1½)	1360-2 590 (600-2)

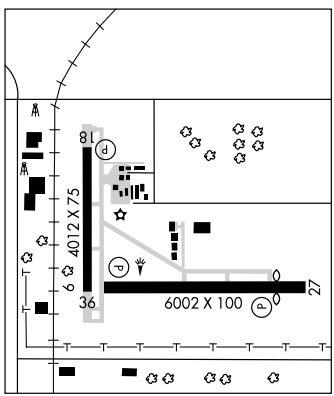
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WABASH MUNI (IWH) 3 SE UTC−5(−4DT) N40°45.72′ W85°47.93′ CHICAGO
796 B S8 **FUEL** 100LL, JET A NOTAM FILE HUF L–27D
RWY 09–27: H4401X75 (ASPH) S–27 MIRL IAP
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 29′. Road.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 29′. Trees.
RWY 18–36: H1938X30 (ASPH) S–27 LIRL (NSTD)
RWY 18: Thld dsplcd 402′. Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. Fuel available with credit card after hours. Ultralights fly rgt tfc pattern Rwy 09. Rwy 09–27 preset low ints, ACTIVATE higher ints and REIL Rwys 09 and 27—CTAF. Rwy 18–36 NSTD LIRL; lgts 110′ each side of rwy centerline.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **GRISSOM APP/DEP CON** 121.05 (1200–0400Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 121.05 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GUS.
GRISSOM (T) VORTACW 108.45 GUS Chan 21(Y) N40°38.69′ W86°09.10′ 068° 17.6 NM to fld. 810/2W. VORTAC unmonitored 0400–1200Z‡.



WALKER/ROWE WATERLOO (See WATERLOO)

WARSAW MUNI (ASW) 2 N UTC−5(−4DT) N41°16.48′ W85°50.40′ CHICAGO
850 B S4 **FUEL** 100LL, JET A NOTAM FILE ASW H–5E, 10F, L–28I
RWY 09–27: H6002X100 (ASPH–GRVD) S–46, D–60 HIRL IAP
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Pole.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 54′. Thld dsplcd 901′. Tower.
RWY 18–36: H4012X75 (ASPH) S–15 MIRL
RWY 18: PAPI(P2L)—GA 3.5° TCH 41′. Road.
RWY 36: Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–5100 TODA–5100 ASDA–5100 LDA–5100
RWY 27: TORA–6000 TODA–6000 ASDA–6000 LDA–5100
AIRPORT REMARKS: Attended Mon–Fri 1200–0000Z‡ and Sat–Sun 1300–2300Z‡. After hrs svc available 574–267–3689. Deer and birds on and invof arpt. HIRL Rwy 09–27 preset on low ints to increase ints and ACTIVATE MIRL Rwy 18–36, REIL Rwy 09 and Rwy 27—CTAF. PAPI Rwy 18, Rwy 09 and Rwy 27 opr continuously.
WEATHER DATA SOURCES: AWOS–3 121.125 (574) 269–7035
COMMUNICATIONS: CTAF/UNICOM 122.7
GOSHEN RCO 122.1R 113.7T (TERRE HAUTE RADIO)
Ⓡ **FORT WAYNE APP/DEP CON** 127.2 **CLNC DEL** 134.05
RADIO AIDS TO NAVIGATION: NOTAM FILE GSH.
GOSHEN (H) VORTAC 113.7 GSH Chan 84 N41°31.51′ W86°01.68′ 150° 17.3 NM to fld. 852/00E.
WEBSTER LAKE (L) VORW 110.4 OLK N41°14.82′ W85°29.84′ 279° 15.6 NM to fld. NOTAM FILE HUF.
ILS/DME 111.55 I–ASW Chan 52Y Rwy 27.



RNAV (GPS) RWY 9

WABASH MUNI (IWH)

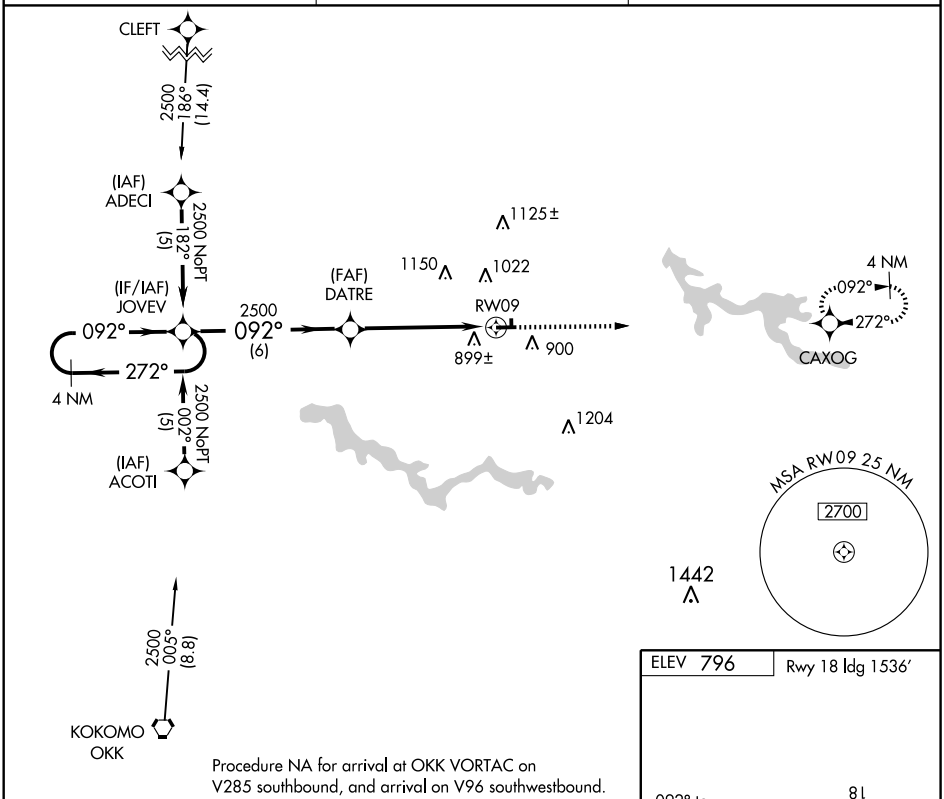
APP CRS	Rwy Idg	4401
092°	TDZE	796
	Apt Elev	796

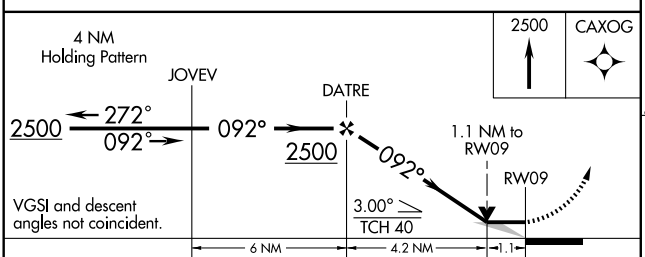
NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

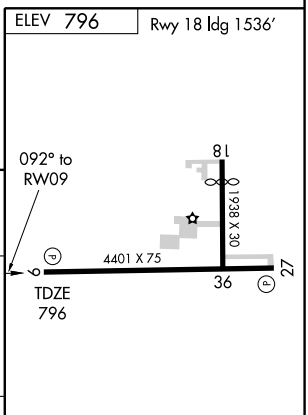
MISSED APPROACH: Climb to 2500 direct CAXOG WP and hold.

KOKOMO AWOS-3	GRISSOM APP CON★	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1160-1 364 (400-1)			NA
CIRCLING	1200-1 404 (500-1)	1260-1 464 (500-1)	1340-1½ 544 (600-1½)	NA



LIRL Rwy 18-36
MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 27

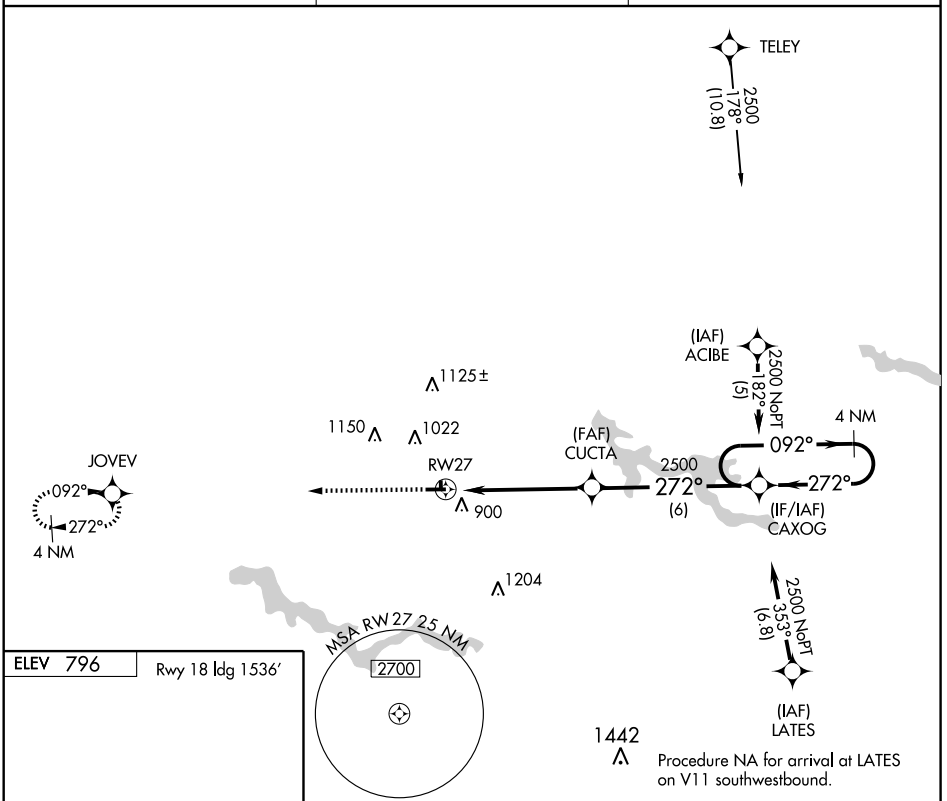
WABASH MUNI (IWH)

APP CRS	Rwy Idg	4401
272°	TDZE	796
	Apt Elev	796

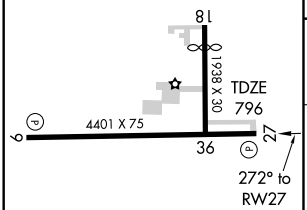
NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

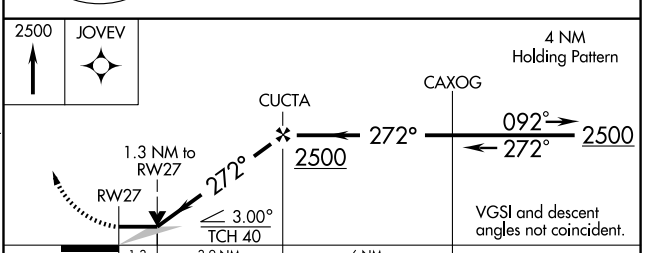
MISSED APPROACH: Climb to 2500 direct JOVEV WP and hold.

KOKOMO AWOS-3	GRISSOM APP CON*	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L



ELEV 796 — Rwy 18 ldg 1536'





CATEGORY	A	B	C	D
LNAV MDA	1240-1 444 (500-1)		1240-1¼ 444 (500-1¼)	NA
CIRCLING	1240-1 444 (500-1)	1260-1 464 (500-1)	1340-1½ 544 (600-1½)	NA

LIRL Rwy 18-36
MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

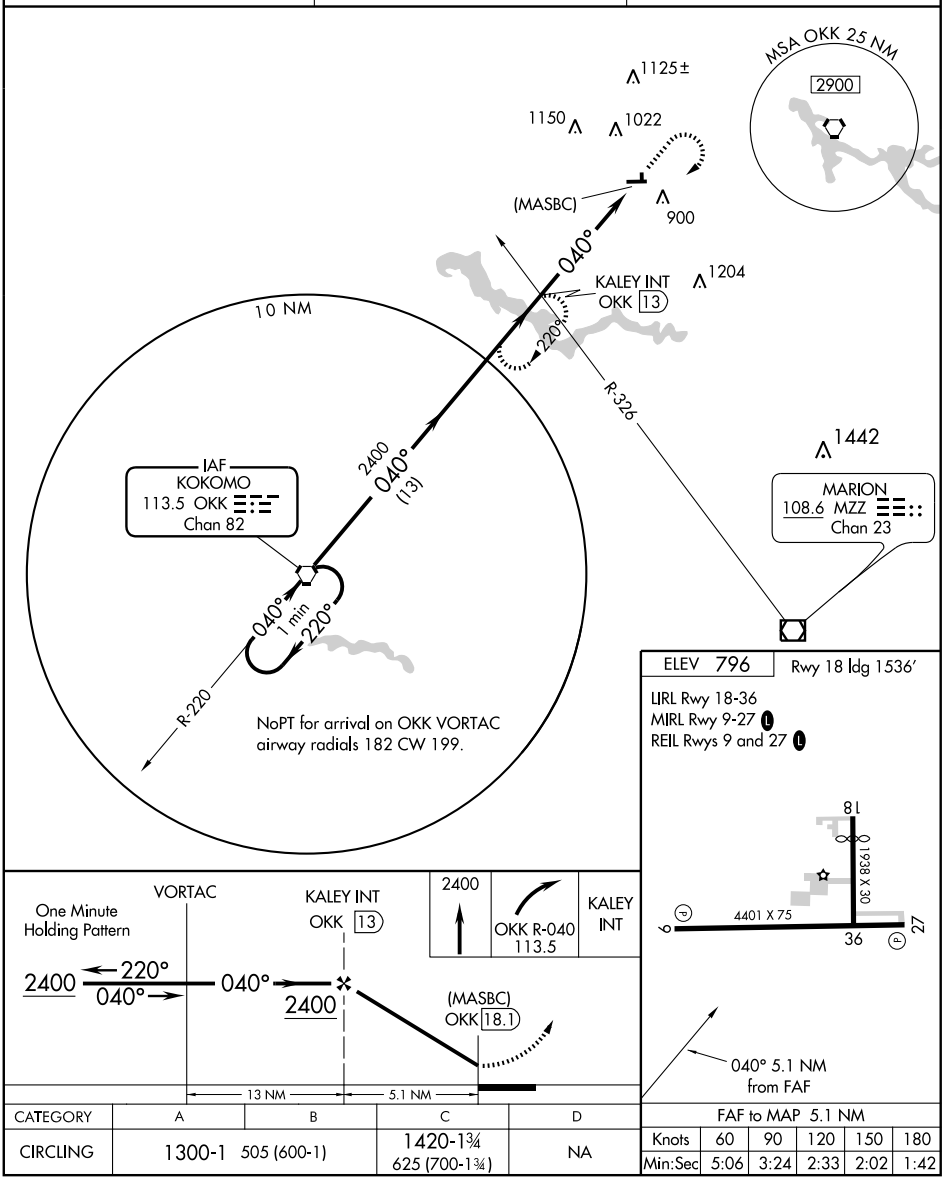
VORTAC OKK 113.5 Chan 82	APP CRS 040°	Rwy Idg N/A TDZE N/A Apt Elev 796

VOR or GPS-A
WABASH MUNI (IWH)

NA — Use Kokomo altimeter setting; if not received, use Fort Wayne altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2400 then right turn via OKK R-040 to KALEY and hold.

KOKOMO AWOS-3	GRISSOM APP CON ★	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L

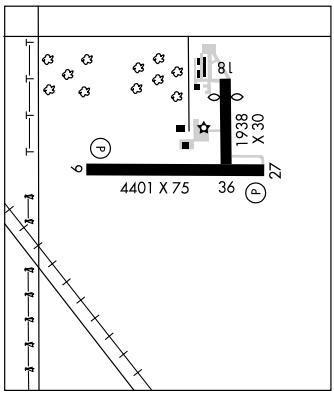


CATEGORY	A	B	C	D
CIRCLING	1300-1 505 (600-1)		1420-1¾ 625 (700-1¾)	NA

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

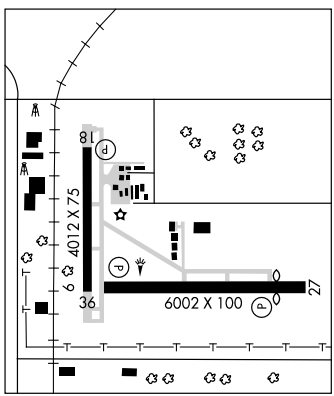
EC-2, 21 OCT 2010 to 18 NOV 2010

WABASH MUNI (IWH) 3 SE UTC−5(−4DT) N40°45.72′ W85°47.93′ CHICAGO
796 B S8 **FUEL** 100LL, JET A NOTAM FILE HUF L–27D
RWY 09–27: H4401X75 (ASPH) S–27 MIRL IAP
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 29′. Road.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 29′. Trees.
RWY 18–36: H1938X30 (ASPH) S–27 LIRL (NSTD)
RWY 18: Thld dsplcd 402′. Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. Fuel available with credit card after hours. Ultralights fly rgt tfc pattern Rwy 09. Rwy 09–27 preset low ints, ACTIVATE higher ints and REIL Rwys 09 and 27—CTAF. Rwy 18–36 NSTD LIRL; lgts 110′ each side of rwy centerline.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **GRISSOM APP/DEP CON** 121.05 (1200–0400Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 121.05 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GUS.
GRISSOM (T) VORTACW 108.45 GUS Chan 21(Y) N40°38.69′ W86°09.10′ 068° 17.6 NM to fld. 810/2W. VORTAC unmonitored 0400–1200Z‡.



WALKER/ROWE WATERLOO (See WATERLOO)

WARSAW MUNI (ASW) 2 N UTC−5(−4DT) N41°16.48′ W85°50.40′ CHICAGO
850 B S4 **FUEL** 100LL, JET A NOTAM FILE ASW H–5E, 10F, L–28I
RWY 09–27: H6002X100 (ASPH–GRVD) S–46, D–60 HIRL IAP
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Pole.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 54′. Thld dsplcd 901′. Tower.
RWY 18–36: H4012X75 (ASPH) S–15 MIRL
RWY 18: PAPI(P2L)—GA 3.5° TCH 41′. Road.
RWY 36: Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–5100 TODA–5100 ASDA–5100 LDA–5100
RWY 27: TORA–6000 TODA–6000 ASDA–6000 LDA–5100
AIRPORT REMARKS: Attended Mon–Fri 1200–0000Z‡ and Sat–Sun 1300–2300Z‡. After hrs svc available 574–267–3689. Deer and birds on and invof arpt. HIRL Rwy 09–27 preset on low ints to increase ints and ACTIVATE MIRL Rwy 18–36, REIL Rwy 09 and Rwy 27—CTAF. PAPI Rwy 18, Rwy 09 and Rwy 27 opr continuously.
WEATHER DATA SOURCES: AWOS–3 121.125 (574) 269–7035
COMMUNICATIONS: CTAF/UNICOM 122.7
GOSHEN RCO 122.1R 113.7T (TERRE HAUTE RADIO)
Ⓡ **FORT WAYNE APP/DEP CON** 127.2 **CLNC DEL** 134.05
RADIO AIDS TO NAVIGATION: NOTAM FILE GSH.
GOSHEN (H) VORTAC 113.7 GSH Chan 84 N41°31.51′ W86°01.68′ 150° 17.3 NM to fld. 852/00E.
WEBSTER LAKE (L) VORW 110.4 OLK N41°14.82′ W85°29.84′ 279° 15.6 NM to fld. NOTAM FILE HUF.
ILS/DME 111.55 I–ASW Chan 52Y Rwy 27.



LOC/DME I-ASW	APP CRS	Rwy Idg	5100
111.55	272°	TDZE	847
Chan 52 (Y)		Apt Elev	850

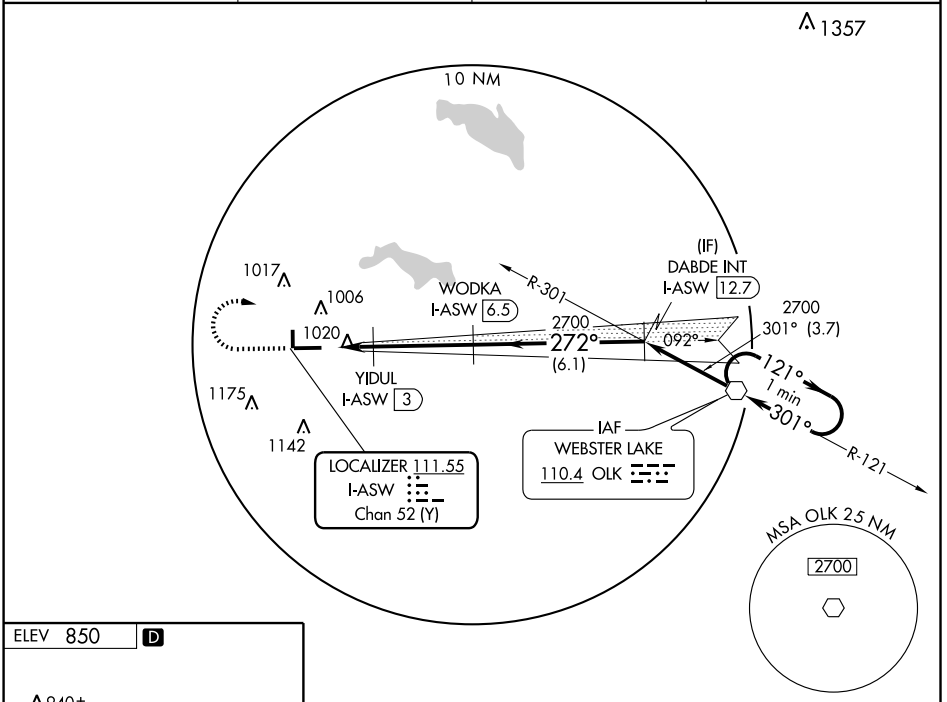
ILS or LOC/DME RWY 27

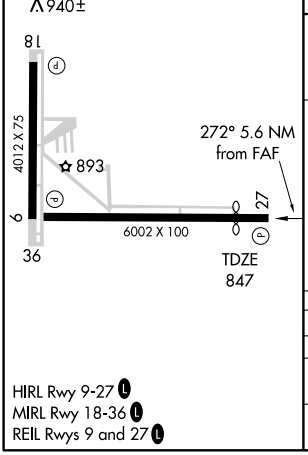
WARSAW MUNI (ASW)

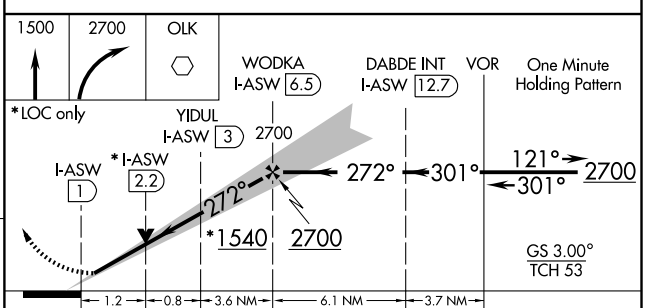
When local altimeter setting not received, use Goshen altimeter setting and increase all DA/MDA 40 feet.
Circling to Rwy 36 NA at night. VDP NA with Goshen altimeter setting.
When VGSI inoperative, Circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct OLK VOR and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
121.125	127.2 284.6	134.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 27	1047-¾ 200 (200-¾)			
S-LOC 27	1280-1 433 (500-1)		1280-1¼ 433 (500-1¼)	1280-1½ 433 (500-1½)
CIRCLING	1320-1 470 (500-1)		1320-1½ 470 (500-1½)	1400-2 550 (600-2)

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

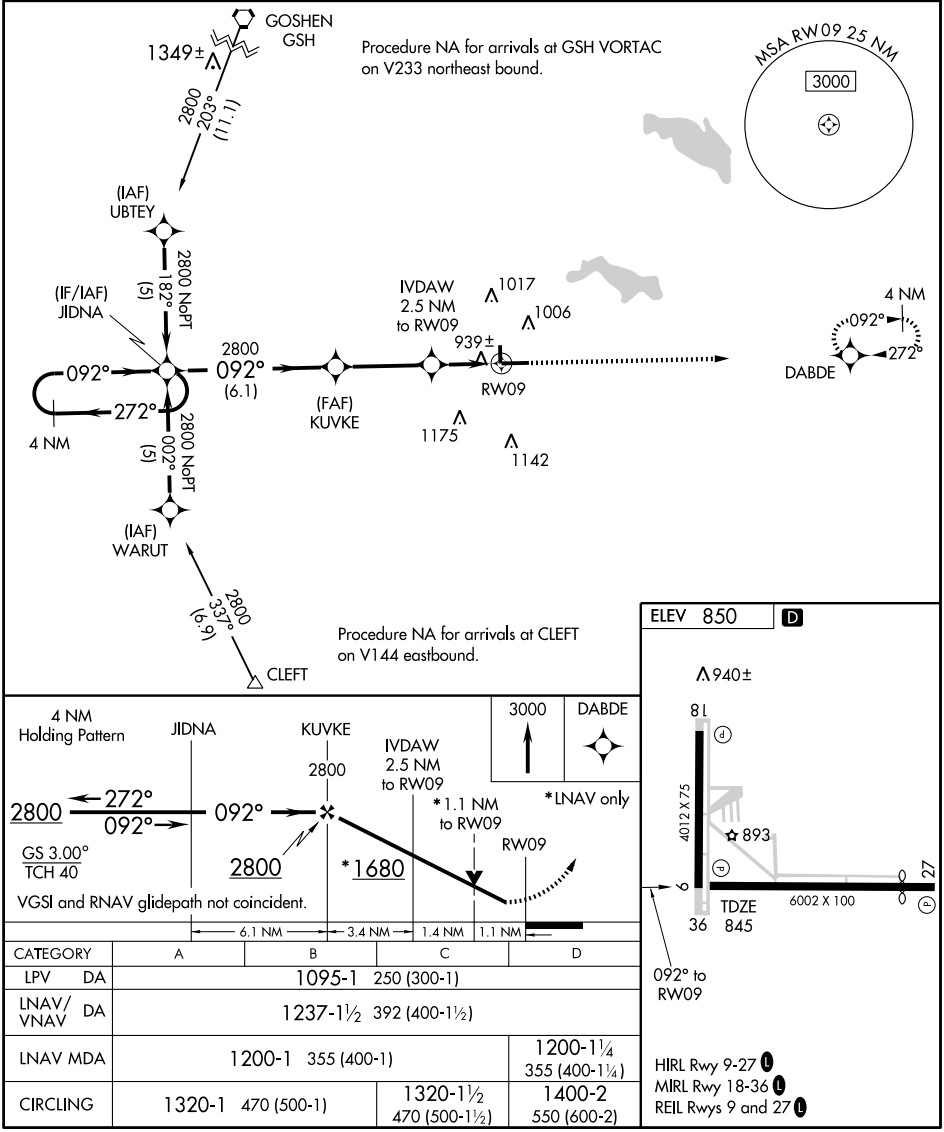
WAAS	APP CRS	Rwy Idg	5100
CH 97719	092°	TDZE	845
W09A		Apt Elev	850

RNAV (GPS) RWY 9
WARSAW MUNI (ASW)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Circling to Rwy 36 NA at night. Baro-VNAV and VDP NA when using Goshen altimeter setting. When local altimeter setting not received, use Goshen altimeter setting and increase all DA/MDA 40 feet. When VGSI inoperative, Circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 3000 direct DABDE and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
121.125	127.2 284.6	134.05	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1095-1 250 (300-1)			
LNAV/VNAV DA	1237-1½ 392 (400-1½)			
LNAV MDA	1200-1 355 (400-1)			1200-1¼ 355 (400-1¼)
CIRCLING	1320-1 470 (500-1)		1320-1½ 470 (500-1½)	1400-2 550 (600-2)

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5100
CH 53519	272°	TDZE	847
W27A		Apt Elev	850

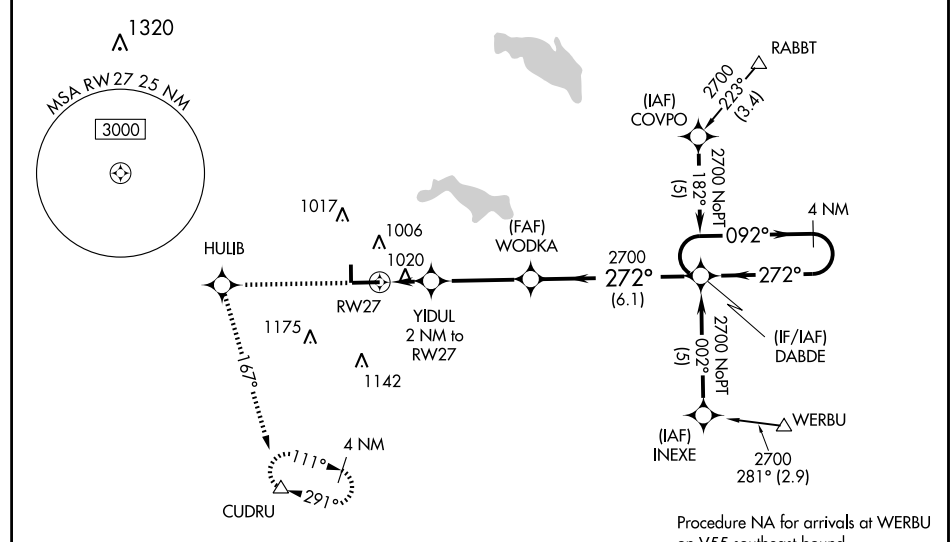
RNAV (GPS) RWY 27

WARSAW MUNI (ASW)

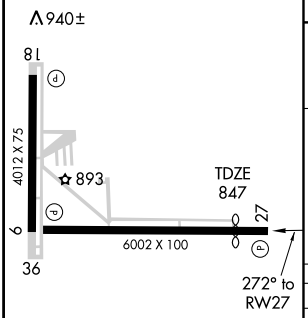
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Goshen altimeter setting and increase all DA/MDA 40 feet. Circling to Rwy 36 NA at night. When VGSI inoperative, Circling Rwy 18 NA at night. Baro-VNAV and VDP NA when using Goshen altimeter setting.

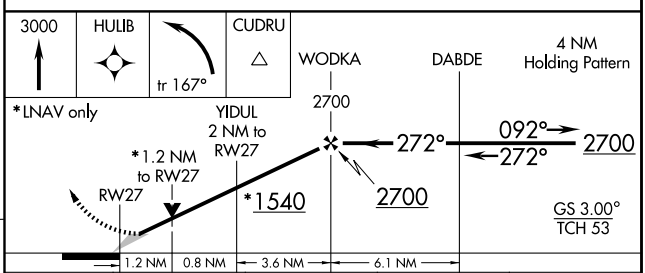
MISSED APPROACH: Climb to 3000 direct HULIB and left turn on track 167° to CUDRU and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
121.125	127.2 284.6	134.05	122.7 (CTAF) L



Procedure NA for arrivals at WERBU on V55 southeast bound.





CATEGORY	A	B	C	D
LPV DA	1122-1 275 (300-1)			
LNAV/VNAV DA	1334-1¾ 487 (500-1¾)			
LNAV MDA	1280-1 433 (500-1)		1280-1¼ 433 (500-1¼)	1280-1½ 433 (500-1½)
CIRCLING	1320-1 470 (500-1)		1320-1½ 470 (500-1½)	1400-2 550 (600-2)

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

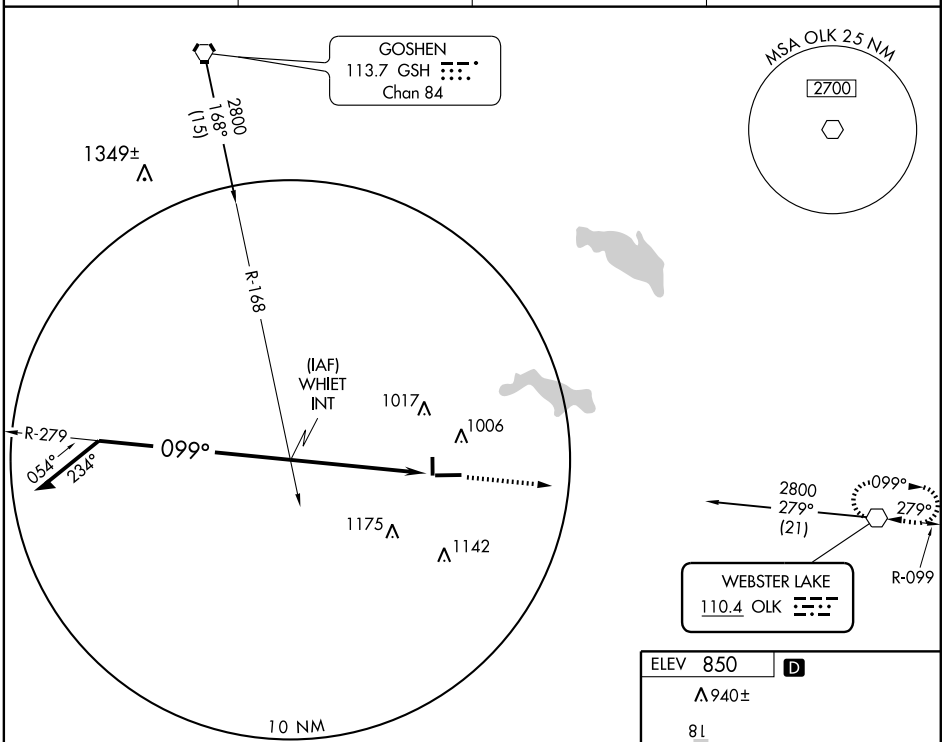
VOR OLK	APP CRS	Rwy Idg	5100
110.4	099°	TDZE	845
		Apt Elev	850

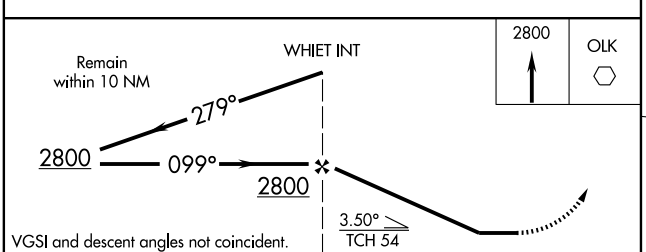
VOR RWY 9
WARSAW MUNI (ASW)

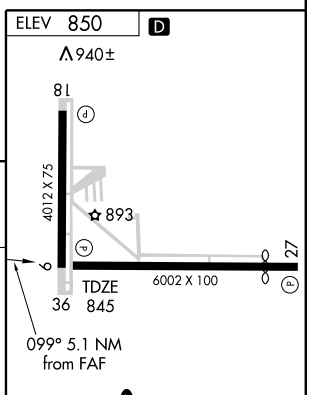
Visibility reduction by helicopters NA. When local altimeter setting not received, use Goshen altimeter setting and increase all MDA 40 feet. Circling to Rwy 36 NA at night. When VGSI inoperative, Circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 2800 direct OLK VOR and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
121.125	127.2 284.6	134.05	122.7 (CTAF) L







HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L

CATEGORY	A	B	C	D
S-9	1380-1	535 (600-1)	1380-1½ 535 (600-1½)	1380-1¾ 535 (600-1¾)
CIRCLING	1380-1	530 (600-1)	1380-1½ 530 (600-1½)	1400-2 550 (600-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

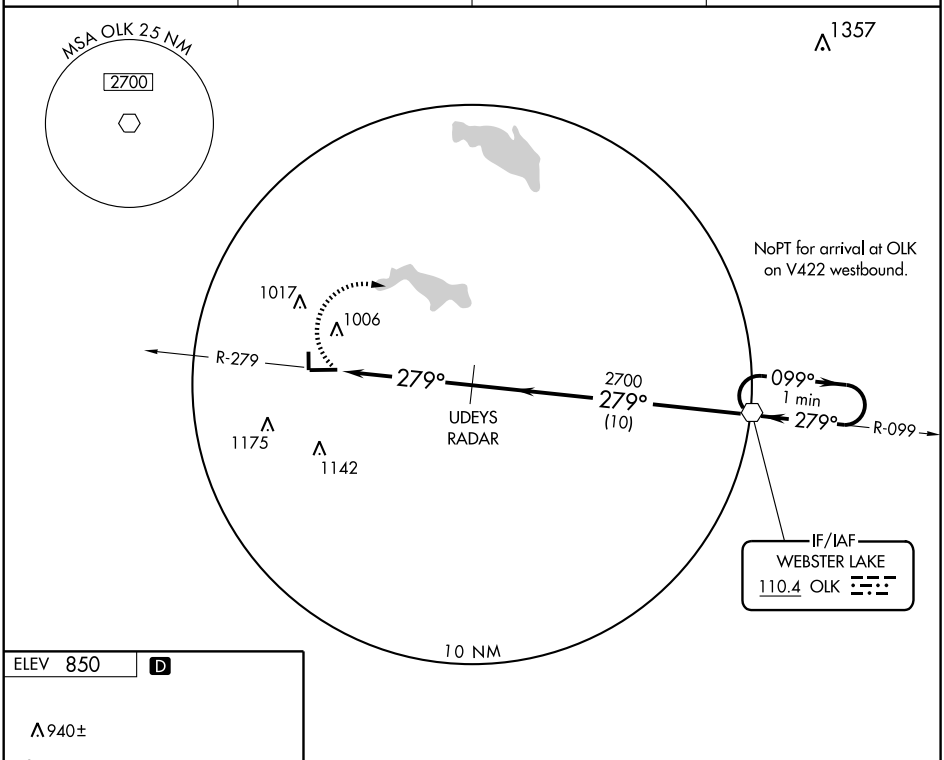
VOR OLK	APP CRS	Rwy Idg	5100
110.4	279°	TDZE	847
		Apt Elev	850

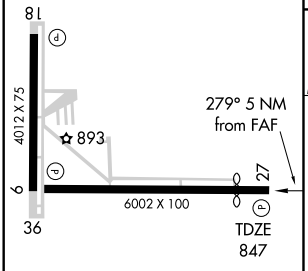
VOR RWY 27
WARSAW MUNI (ASW)

Radar Required. When local altimeter setting not received, use Goshen altimeter setting and increase all MDA 40 feet. Circling to Rwy 36 NA at night. When VGSI inoperative, Circling Rwy 18 NA at night.

MISSED APPROACH: Climbing right turn to 2700 direct OLK VOR and hold.

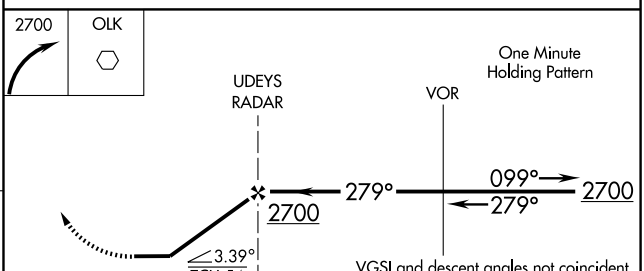
AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
121.125	127.2 284.6	134.05	122.7 (CTAF) L





HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

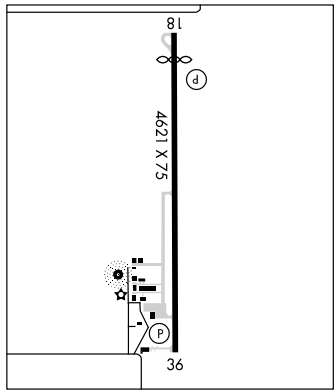


CATEGORY	A	B	C	D
S-27	1400-1 553 (600-1)		1400-1½ 553 (600-1½)	1400-1¾ 553 (600-1¾)
CIRCLING	1400-1 550 (600-1)		1400-1½ 550 (600-1½)	1400-2 550 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WASHINGTON

DAVIESS CO (DCY) 3 NE UTC−6(−5DT) N38°42.03′ W87°07.78′ **ST. LOUIS**
473 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF **L–27D**
RWY 18–36: H4621X75 (ASPH) S–10, D–44 MIRL **IAP**
RWY 18: REIL. PAPI(P2L). Thld dsplcd 315′. Road.
RWY 36: REIL. PAPI(P2L). Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. Fuel self svc, Rwy 36 REIL OTS indef. For MIRL Rwy 18–36 key 122.8 three times.
COMMUNICATIONS: CTAF/UNICOM 122.8
WASHINGTON RCO 122.2 (TERRE HAUTE RADIO)
Ⓡ **EVANSVILLE APP/DEP CON** 125.6 (1200–0500Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 128.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE LWV.
LAWRENCEVILLE (T) VORW/DME 108.8 LWV Chan 25 N38°46.19′ W87°36.23′ 101° 22.6 NM to fld. 430/1W.
WASHINGTON NDB (MHW) 212 DCY N38°41.77′ W87°07.95′ at fld. NOTAM FILE HUF. Unmonitored.



WASHINGTON NOTAM FILE HUF. **ST. LOUIS**
NDB (MHW) 212 DCY N38°41.77′ W87°07.95′ at Daviess Co. Unmonitored. **L–27D**
RCO 122.2 (TERRE HAUTE RADIO)

WATERLOO

WALKER/ROWE WATERLOO (4C2) 3 E UTC−5(−4DT) N41°25.87′ W84°58.90′ **DETROIT**
900 S8 **FUEL** 100LL, MOGAS TPA—1700(800) NOTAM FILE HUF
RWY 09–27: 2340X100 (TURF)
RWY 09: Thld dsplcd 300′. Road. **RWY 27:** Thld dsplcd 320′. Road.
AIRPORT REMARKS: Attended irregularly. Rwy 27 60′ trees 1405′ from rwy end and 160′ factory silos 1990′ from rwy end and 400′ S. Rwy 09 38′ trees 780′ from rwy end. For scheduled maintenance call 260–837–4403 or 260–908–3275. For fuel call 260–837–4403. Rwy 09–27 3 white tires each side of centerline mark the dsplcd thlds, Rwy marked with grassline and white tires.
COMMUNICATIONS: CTAF/UNICOM 122.8

WEBSTER LAKE N41°14.82′ W85°29.84′ NOTAM FILE HUF. **CHICAGO**
(L) VORW 110.4 OLK 279° 15.6 NM to Warsaw Muni. **L–28I**
VOR unusable 340°–360° byd 15 NM blo 3000′ 168°–230°

WESTFIELD (I72) 2W UTC−5(−4DT) N40°02.94′ W86°09.47′ **CHICAGO**
932 NOTAM FILE HUF
RWY 18–36: 3000X100 (TURF)
RWY 18: Crops. **RWY 36:** Trees.
AIRPORT REMARKS: Attended irregularly. Rwy 18–36 S 200′ CLOSED indef. No snow removal during winter months. Trees and bushes 100′ W of centerline penetrate primary surface area. Rwy 18–36 thlds marked with yellow drums. Rwy 18 obstrution power lines AER 18.
COMMUNICATIONS: CTAF 122.9.

WHITE CO (See MONTICELLO)

NDB DCY 212	APP CRS 190°	Rwy Idg 4306 TDZE 473 Apt Elev 473

NDB RWY 18

WASHINGTON/ DAVIESS COUNTY (DCY)

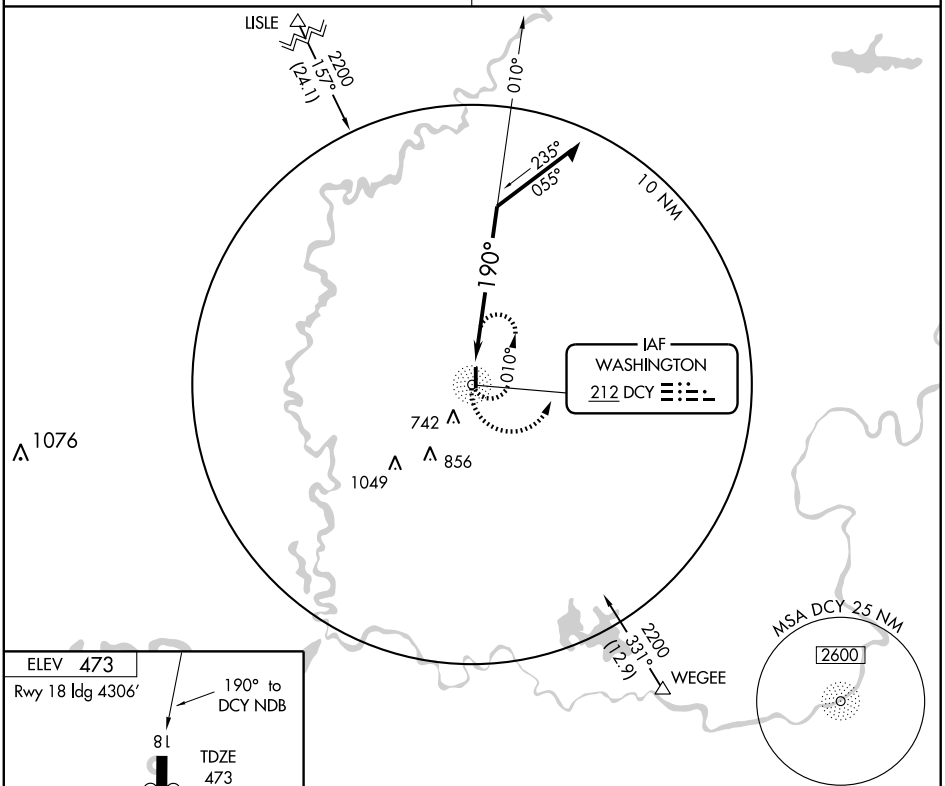
NA

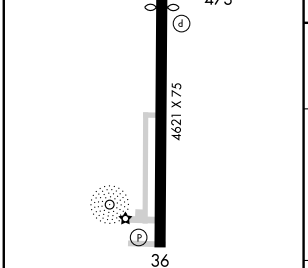
Use Evansville altimeter setting.

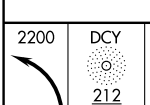
MISSED APPROACH: Climbing left turn to 2200 direct DCY NDB and hold.

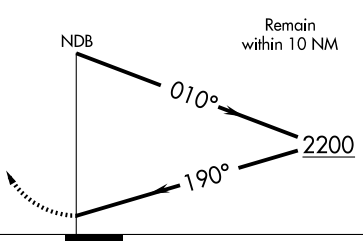
EVANSVILLE APP CON ★ 125.6 267.9

UNICOM 122.8 (CTAF) L









Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-18	1120-1 647 (700-1)		1120-1¾ 647 (700-1¾)	1120-2 647 (700-2)
CIRCLING	1160-1 687 (700-1)	1220-1¼ 747 (800-1¼)	1220-2¼ 747 (800-2¼)	1220-2½ 747 (800-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4306
183°	TDZE	473
	Apt Elev	473

RNAV (GPS) RWY 18

WASHINGTON/ DAVIESS COUNTY (DCY)

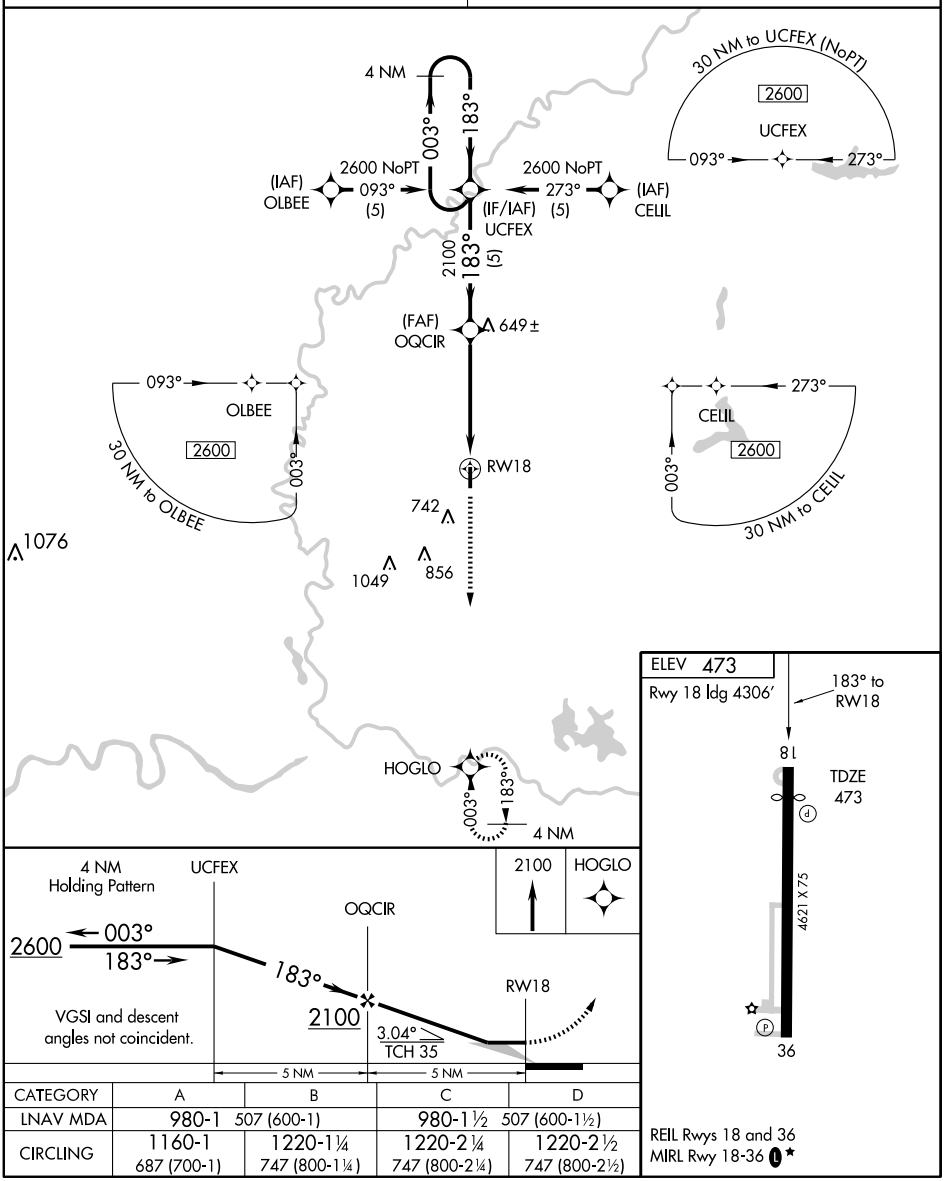
Use Evansville altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 2100 direct HOGLO WP and hold.

EVANSVILLE APP CON ★
125.6 267.9

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	980-1 507 (600-1)		980-1½ 507 (600-1½)	
CIRCLING	1160-1 687 (700-1)	1220-1¼ 747 (800-1¼)	1220-2¼ 747 (800-2¼)	1220-2½ 747 (800-2½)

REIL Rwys 18 and 36
MIRL Rwy 18-36 L ★

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WINAMAC

ARENS FLD (RWN) 3 N UTC−6(−5DT) N41°05.54′ W86°36.77′ — CHICAGO L–27D IAP

711 **FUEL** 100LL NOTAM FILE HUF

RWY 09–27: H4200X75 (ASPH) LIRL

RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 21′. Road.

RWY 27: REIL. PAPI(P2L)—GA 4.25° TCH 20′. Thld dsplcd 560′. Pline.

AIRPORT REMARKS: Attended Mon–Sat 1500–2300Z‡. Rwy 09 REIL OTS indef. ACTIVATE LIRL Rwy 09–27—122.8.

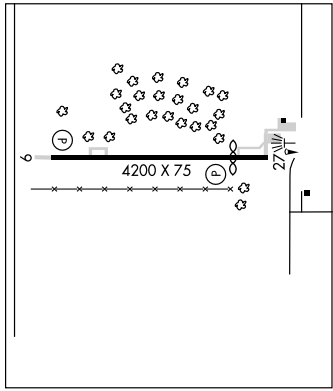
COMMUNICATIONS: CTAF/UNICOM 122.8

KNOX RCO 122.1R, 115.6T (TERRE HAUTE RADIO)

Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 119.85

RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

KNOX (H) VOR/DME 115.6 OXI Chan 103 N41°19.32′ W86°38.96′ 173° 13.9 NM to fld. 690/00E.



WINCHESTER

RANDOLPH CO (I22) 3 E UTC−5(−4DT) N40°10.14′ W84°55.54′ — DETROIT L–27E IAP

1119 B S2 **FUEL** 100LL, JET A TPA—1919(800) NOTAM FILE HUF

RWY 07–25: H3977X50 (ASPH) S–12 MIRL

RWY 07: REIL. VASI(V2L)—GA 3.0° TCH 25′. Crops.

RWY 25: REIL. VASI(V2L)—GA 3.0° TCH 21′. Thld dsplcd 194′. Road.

RWY 09–27: 1960X105 (TURF)

RWY 09: Crops. **RWY 27:** Thld dsplcd 302′. Road.

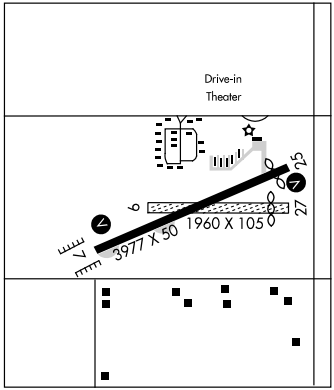
AIRPORT REMARKS: Attended 1300–2200Z‡. Arpt CLOSED Thanksgiving and Christmas Day. MIRL Rwy 07–25 preset low ints, to increase ints and ACTIVATE VASI and REIL Rwys 07 and 25—CTAF. Rwy 27 dsplcd thld marked with cones.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **DAYTON APP/DEP CON** 134.45 (181°–359°)

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 292° 26 NM to fld. 990/1W. **HIWAS.**



YINNO N39°23.27′ W87°23.86′ NOTAM FILE HUF. — ST. LOUIS L–27D

NDB (MHW/LOM) 245 HU 050° 5.7 NM to Terre Haute Intl–Hulman Fld. Unmonitored when twr clsd.

ZIONSVILLE N39°56.38′ W86°14.92′ NOTAM FILE HUF. — CHICAGO L–27D

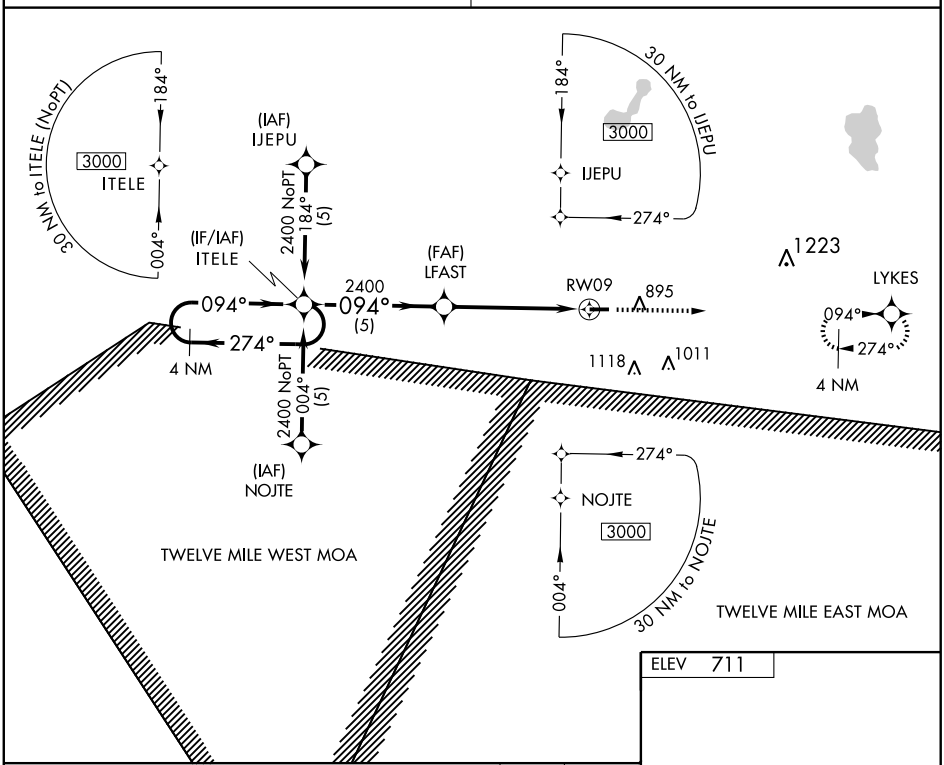
NDB (MHW) 248 HZP 002° 5.5 NM to Indianapolis Executive. NDB unmonitored.

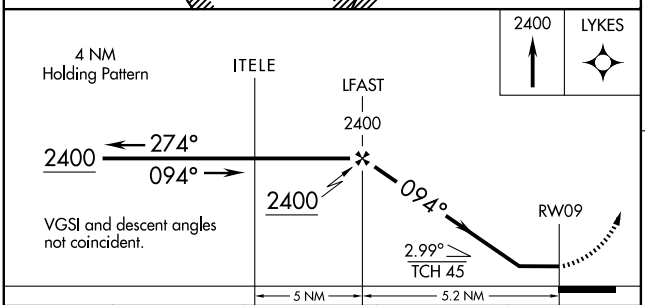
APP CRS	Rwy Idg	4200
094°	TDZE	708
	Apt Elev	711

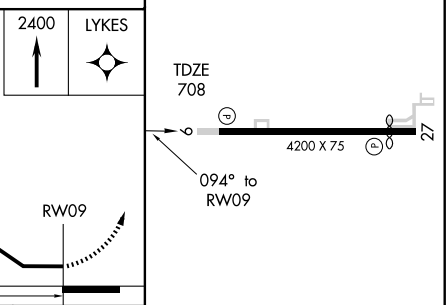
RNAV (GPS) RWY 9

WINAMAC/ ARENS FIELD (RWN)

⚠ NA Use Valparaiso/Porter County Muni altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2400 direct LYKES WP and hold.
SOUTH BEND APP CON ★ **132.05 257.8**	UNICOM **122.8** (CTAF)







ELEV 711

CATEGORY	A	B	C	D
LNAV MDA	1200-1 492 (500-1)		1200-1¼ 492 (500-1¼)	NA
CIRCLING	1280-1 569 (600-1)		1280-1½ 569 (600-1½)	NA

REIL Rwys 9 and 27
LIRL Rwy 9-27

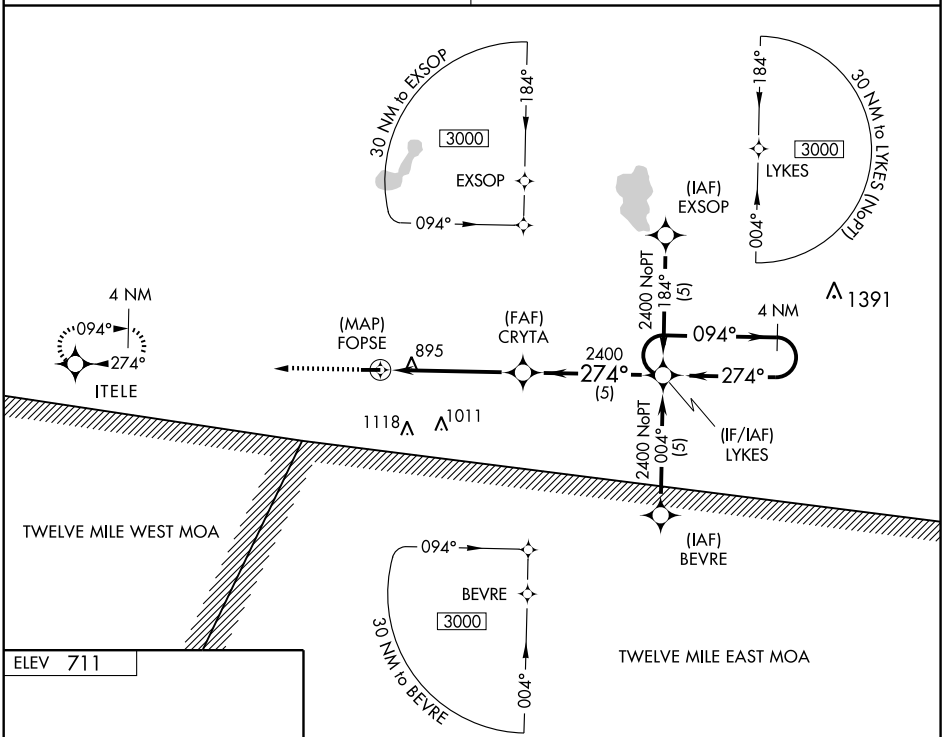
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3640
274°	TDZE	708
	Apt Elev	711

RNAV (GPS) RWY 27

WINAMAC/ ARENS FIELD (RWN)

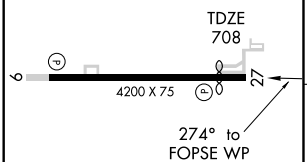
⚠ NA Use Valparaiso/Porter County Muni altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2400 direct ITELE WP and hold.
SOUTH BEND APP CON ★ **132.05 257.8**	UNICOM **122.8** (CTAF)

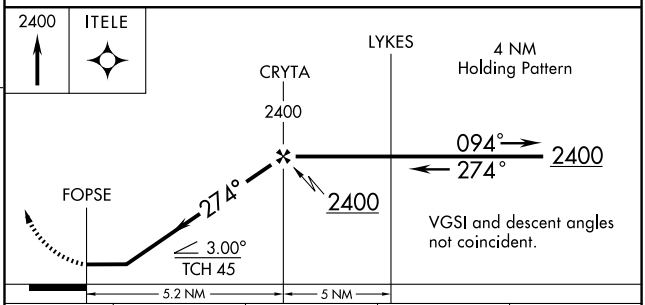


EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ELEV 711





CATEGORY	A	B	C	D
LNAV MDA	1220-1 512 (600-1)		1220-1½ 512 (600-1½)	NA
CIRCLING	1280-1 569 (600-1)		1280-1½ 569 (600-1½)	NA

REIL Rwys 9 and 27
LIRL Rwy 9-27

VOR/DME OXI	APP CRS	Rwy Idg	N/A
115.6	172°	TDZE	N/A
Chan 103		Apt Elev	711

VOR/DME-A

WINAMAC/ARENS FIELD (RWN)

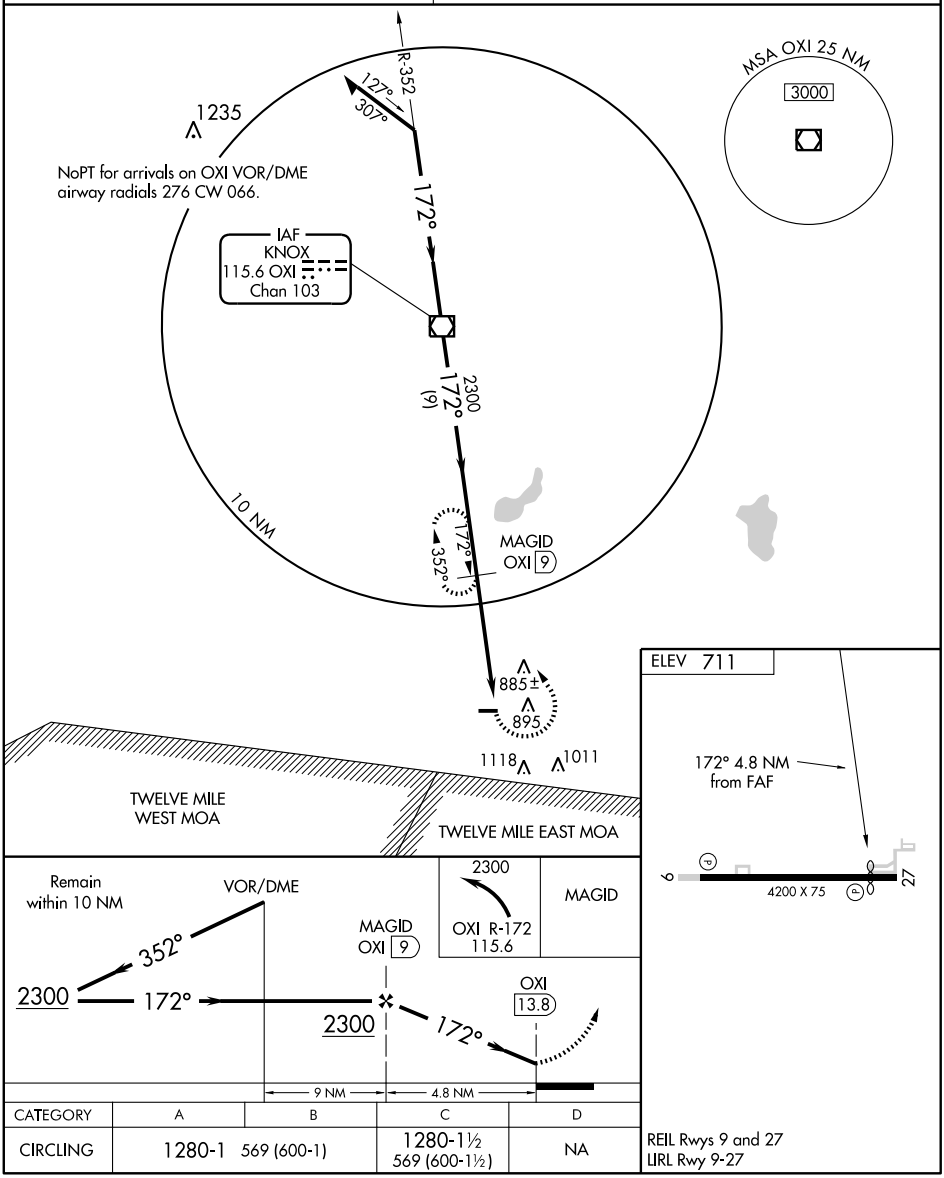
NA

Use Valparaiso/Porter County Muni altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 via OXI R-172 to MAGID/OXI 9 DME and hold.

SOUTH BEND APP CON ★
132.05 257.8

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1280-1 569 (600-1)		1280-1½ 569 (600-1½)	NA

REIL Rwys 9 and 27
LIRL Rwy 9-27

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WINAMAC

ARENS FLD (RWN) 3 N UTC−6(−5DT) N41°05.54′ W86°36.77′ — CHICAGO L–27D IAP

711 **FUEL** 100LL NOTAM FILE HUF

RWY 09–27: H4200X75 (ASPH) LIRL

RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 21′. Road.

RWY 27: REIL. PAPI(P2L)—GA 4.25° TCH 20′. Thld dsplcd 560′. Pline.

AIRPORT REMARKS: Attended Mon–Sat 1500–2300Z‡. Rwy 09 REIL OTS indef. ACTIVATE LIRL Rwy 09–27—122.8.

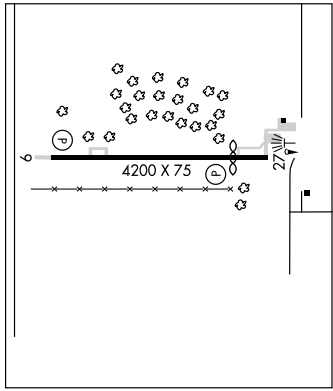
COMMUNICATIONS: CTAF/UNICOM 122.8

KNOX RCO 122.1R, 115.6T (TERRE HAUTE RADIO)

Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 119.85

RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

KNOX (H) VOR/DME 115.6 OXI Chan 103 N41°19.32′ W86°38.96′ 173° 13.9 NM to fld. 690/00E.



WINCHESTER

RANDOLPH CO (I22) 3 E UTC−5(−4DT) N40°10.14′ W84°55.54′ — DETROIT L–27E IAP

1119 B S2 **FUEL** 100LL, JET A TPA—1919(800) NOTAM FILE HUF

RWY 07–25: H3977X50 (ASPH) S–12 MIRL

RWY 07: REIL. VASI(V2L)—GA 3.0° TCH 25′. Crops.

RWY 25: REIL. VASI(V2L)—GA 3.0° TCH 21′. Thld dsplcd 194′. Road.

RWY 09–27: 1960X105 (TURF)

RWY 09: Crops. **RWY 27:** Thld dsplcd 302′. Road.

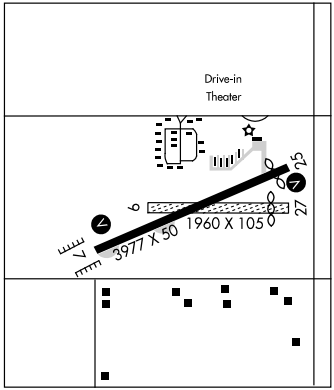
AIRPORT REMARKS: Attended 1300–2200Z‡. Arpt CLOSED Thanksgiving and Christmas Day. MIRL Rwy 07–25 preset low ints, to increase ints and ACTIVATE VASI and REIL Rwys 07 and 25—CTAF. Rwy 27 dsplcd thld marked with cones.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **DAYTON APP/DEP CON** 134.45 (181°–359°)

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 292° 26 NM to fld. 990/1W. **HIWAS.**



YINNO N39°23.27′ W87°23.86′ NOTAM FILE HUF. — ST. LOUIS L–27D

NDB (MHW/LOM) 245 HU 050° 5.7 NM to Terre Haute Intl–Hulman Fld. Unmonitored when twr clsd.

ZIONSVILLE N39°56.38′ W86°14.92′ NOTAM FILE HUF. — CHICAGO L–27D

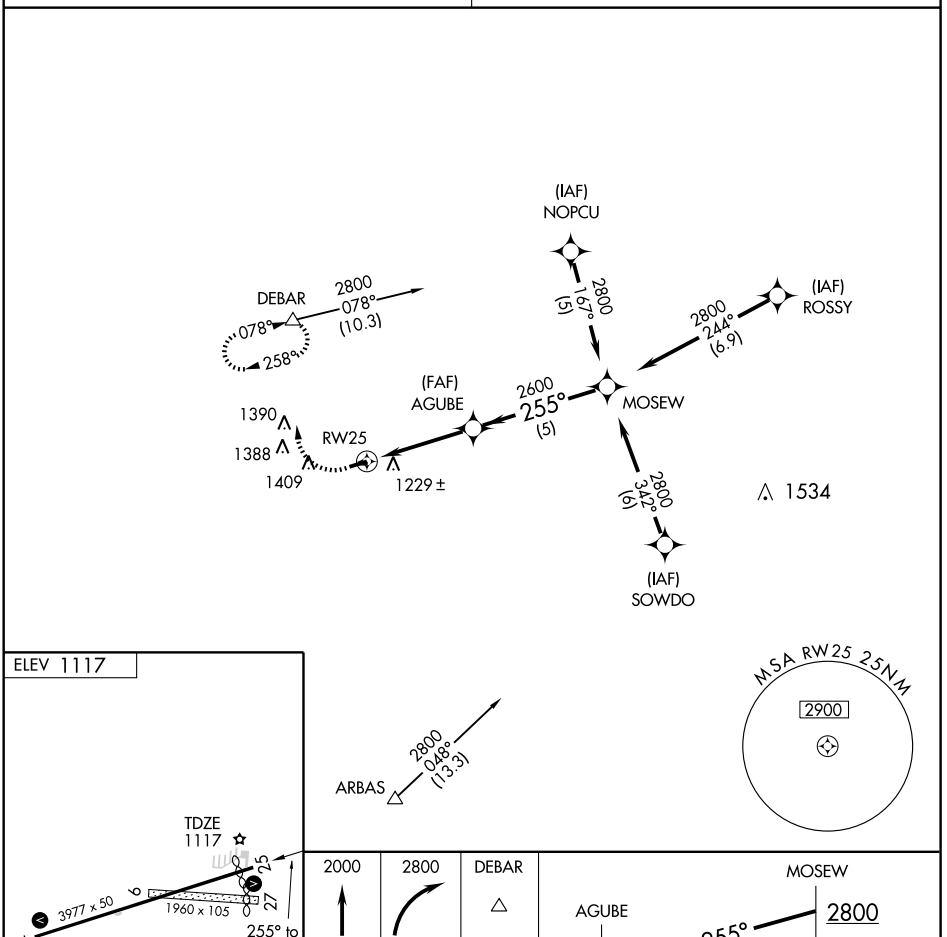
NDB (MHW) 248 HZP 002° 5.5 NM to Indianapolis Executive. NDB unmonitored.

APP CRS	Rwy Idg	3783
255°	TDZE	1117
	Apt Elev	1117

GPS RWY 25

WINCHESTER/ RANDOLPH COUNTY (I22)

⚠ NA Use Dayton, OH altimeter setting.	MISSED APPROACH: Climb to 2000, then climbing right turn to 2800 direct DEBAR WPT and hold.
DAYTON APP CON **134.45 352.05**	UNICOM **123.0** (CTAF) Ⓛ



CATEGORY	A	B	C	D
S-25	1580-1 463 (500-1)		1580-1¼ 463 (500-1¼)	NA
CIRCLING	1660-1 543 (600-1)		1660-1½ 543 (600-1½)	NA

REIL Rwys 7 and 25 Ⓛ
MIRL Rwy 7-25 Ⓛ

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME DQN	APP CRS	Rwy Idg	N/A
114.5	292°	TDZE	N/A
Chan 92		Apt Elev	1117

VOR or GPS-A

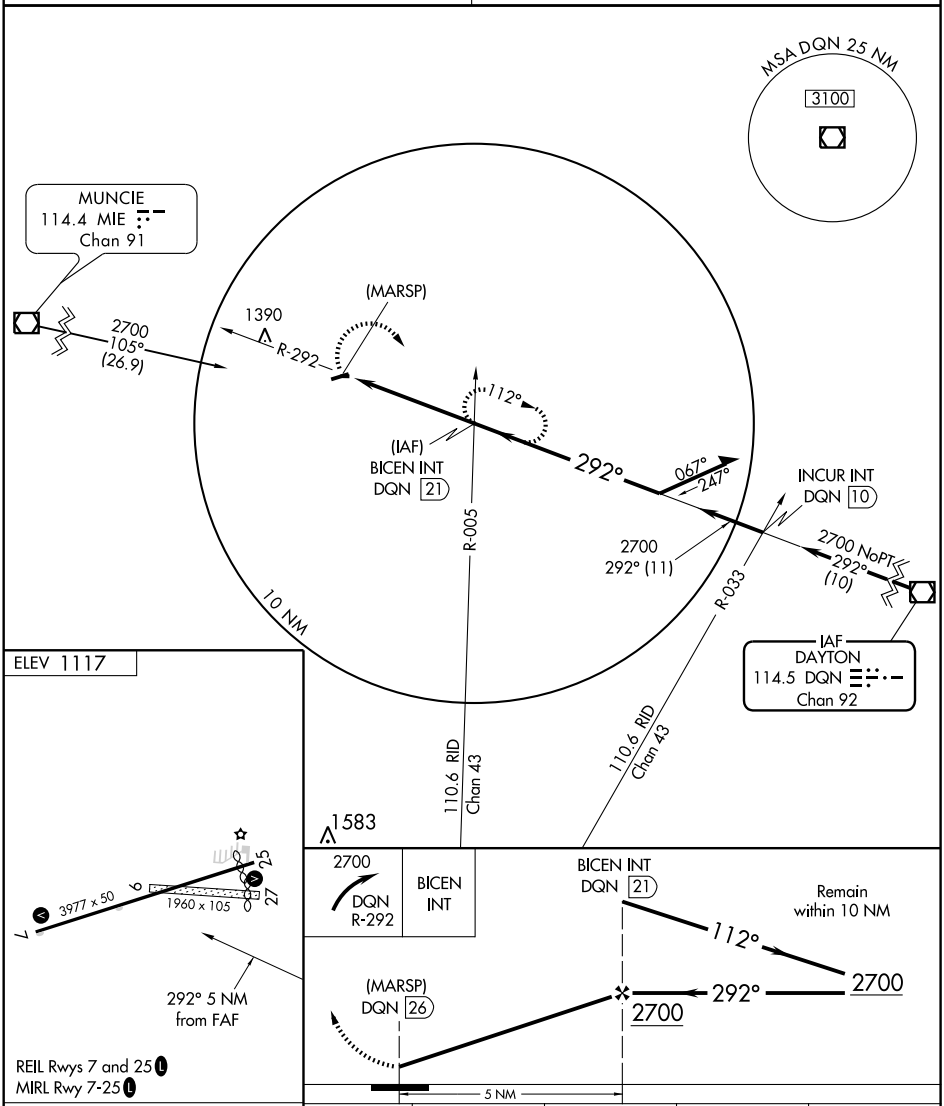
WINCHESTER/ RANDOLPH COUNTY (I22)

NA — Use Dayton altimeter setting.

MISSED APPROACH: Climbing right turn to 2700 via DQN R-292 to BICEN Int/21 DME and hold.

DAYTON APP CON 134.45 352.05

UNICOM 123.0 (CTAF) L



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1720-1 602 (700-1)	1720-1¼ 602 (700-1¼)	1720-1¾ 602 (700-1¾)	NA